SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

96

FOR THE

SACRAMENTO DIVISION

To Take Effect Wednesday, January 20, 1915, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time-table at pleasure.

W. R. SCOTT, *Vice-President and General Manager.*	D. W. CAMPBELL, *Assistant General Manager.*	G. F. RICHARDSON, *Superintendent of Transportation.*

Eastward.

FROM SAN FRANCISCO

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS						SECOND CLASS	FIRST CLASS											Distance from San Francisco	Time Table No. 96 January 20, 1915
	288	254	308	222	256	306	548	6	48	2	10	34	32	20	24	28	210	16		
	Stockton Freight	Ogden Manifest	Way Freight	Portland Fast Freight	Sunset Manifest	Way Freight	Chico **MOTOR**	Atlantic Express	El Dorado	Overland Limited	San Francisco Limited	Colfax Passenger	Red Bluff Passenger	Pacific Limited	Tonopah Express	Dunsmuir Passenger	The Newsboy	Oregon Express		
	Leave Daily	Leave Daily	Lv. Monday Wednesday and Friday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
Term Yard WFTYOP				6.40AM			8.30AM	10.55PM	8.20PM	7.15PM	5.30PM	4.35PM	4.05PM	1.45PM	12.50PM	11.30AM	7.25AM	12.25AM	88.8	DNR **SACRAMENTO** 3.0
Yard IY	10.05AM	**7.40AM**		6.55	6.40AM		f 8.40	11.05	8.30	7.25	5.40	f 4.45	f 4.15	1.55	f 1.00	f 11.40	f **7.35**	12.35	91.8	**ELVAS** 3.1
88							f 8.46	11.10	8.36	7.30	5.45	f 4.50	f 4.20	2.00	f 1.05	f 11.46	f 7.40	12.40	94.9	BENALI 4.5
No Siding							f					f	f		f	f	f		99.4	WALERGA 3.4
60							f 9.00	11.20	8.47	7.40	5.55	f 5.00	f 4.33	2.10	f 1.15	f 11.57AM	f 7.50	12.50	102.8	ANTELOPE 3.8
Term Yard TWFPYO	11.45AM	8.15 9.45		7.45AM	7.40AM	4.00AM	s 9.10AM	s 11.25 11.28	s 8.53PM	7.47 7.50	s 6.00 6.03	s 5.10	s 4.40PM	s 2.17 2.20	s 1.22 1.25	s 12.05PM	s 7.58	s 12.55AM	106.6	DN **ROSEVILLE** 4.0
Yard W		10.00				4.15		s 11.38		7.58	6.13	s 5.18		2.30	s 1.35		s 8.08		110.6	ROCKLIN 4.6
73		10.15				See Page 3.		f 11.49PM		8.07	6.25	See page 3.		2.42	See page 3.		See page 3.		115.2	LINCOLN AV., PENRYN 5.0
87 W		10.30				7.20		s 12.05AM		8.16	s 6.37	s 5.48		2.54	s 2.09		s 8.40		120.2	DN NEWCASTLE 4.0
86 W		10.50				7.50		f 12.20		8.24	s 6.49	s 6.01		3.03	s 2.23		s 8.50		124.2	AUBURN, NEVADA ST. 4.9
76		11.05				8.20		12.32		8.33	6.59	f 6.11		3.14	s 2.34		f 9.01		129.1	D BOWMAN 2.3
No Siding		11.20				8.50		12.42		8.38	7.05	f 6.20		3.23	s 2.41		f 9.10		131.4	CLIPPER GAP 2.9
83 W		11.35				9.05		12.50		8.45	7.12	f 6.29		3.30	s 2.49		f 9.20		134.3	APPLEGATE 3.0
82		11.47				**9.30**		12.58		8.51	7.19	f 6.35		3.39	f 2.58		f **9.30**		137.3	N. E. MILLS 1.7
No Siding		11.55AM				9.50		1.03		8.55	7.24	f 6.40		3.43	3.03		f 9.35		139.0	LANDER 2.7
Yard PYW		12.30PM	7.00AM			10.00AM		s 1.40		s 9.07	s 7.40	s 6.50PM		s 3.57	s 3.20		s 9.45AM		141.7 142.4	DNR **COLFAX** 4.5
50		12.55	7.30					2.05		9.22	8.00			4.15	f 3.38				146.9	CAPE HORN 2.7
															f				149.6	MAGRA 3.6
80 WFY		2.00	8.15					s 2.40		9.40	8.29			4.40	f 4.10				153.2	DN GOLD RUN 2.0
6 Spur		2.15	8.40					f 2.50		9.45	8.36			4.48	f 4.17				155.2	DUTCH FLAT 1.9
4 Spur															f				157.1	ALTA 0.7
5 W Spur		2.30	9.00					3.00		9.52	8.45			4.56	f 4.24				157.8	D TOWLE 1.9
5 Spur		2.45	9.15					3.08		9.58	8.51			5.04	f 4.31				159.7	GORGE 2.1
80		2.55	9.30					3.15		10.05	8.58			5.11	f 4.38				161.8	MIDAS 2.3
10 W Spur		3.10	9.50					3.28		10.11	9.05			5.20	f 4.45				164.1	FOREBAY 2.5
60 PTW		3.30PM	10.10AM					s 3.40AM		10.20PM	s 9.20PM			5.35PM	s 4.55PM				166.6	DN **BLUE CANON**
	Arrive Daily	Arrive Daily	Ar. Monday Wednesday and Friday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(77.8)
	(1.40)	(6.20)	(3.10)	(1.05)	(1.00)	(6.00)	(0.40)	(4.42)	(0.33)	(3.02)	(3.47)	(2.15)	(0.35)	(3.47)	(4.02)	(0.35)	(2.20)	(0.30)		................Time over District
	8.88	12.28	7.12	16.44	14.80	5.85	26.70	16.55	32.37	25.65	21.93	23.28	30.51	21.93	19.46	30.51	22.68	35.60		................Average speed per hour

Automatic Block

Double Track (No. 2)

Track No. 4 between Rocklin and Loomis will be used exclusively by Nos. 210, 24, 34 and 306; other trains only when authorized by train order.

ADDITIONAL STOPS ON SIGNAL	
	No. 210 County road crossing mile and half west of Benali
	Nos. 6, 10 and 20 stations west of Colfax to receive passengers for points east of Ogden.
	No. 2 stations west of Colfax to receive passengers for points Cheyenne and east.

Eastward
FROM SAN FRANCISCO

TOWARD SAN FRANCISCO

Westward.

				Time Table No. 96 January 20, 1915	Distance from Blue Canon	FIRST CLASS										SECOND CLASS	THIRD CLASS					Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.
306	34	24	210			23	19	1	47	15	33	9	27	5	209	547	305	253	307	257	221	
Way Freight	Colfax Passenger	Tonopah Express	The Newsboy			Tonopah Express	Pacific Limited	Overland Limited	El Dorado	California Express	Colfax Passenger	Fast Mail	San Francisco Passenger	San Francisco Limited	Mountain Express	Chico **MOTOR**	Way Freight	Ogden Manifest	Way Freight	Sunset Manifest	Portland Fast Freight	
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Ar. Tuesday, Thursday, and Saturday	Arrive Daily	Arrive Daily	
				DNR **SACRAMENTO** 3.0	77.8	s 4.10AM	s 5.50AM	s 6.40AM	s 8.05AM	s 9.05AM	s 9.45AM	s 11.00AM	s 3.00PM	s 5.00PM	s 6.25PM	s 6.40PM					7.00PM	Term. Yard WFTYOP
				ELVAS 3.1	74.8	4.00	5.40	6.30	7.55	8.55	f 9.35	10.50	f 2.50	4.50	f 6.15	6.30		3.25PM		6.00PM	6.45	IY Yard
				BENALI 4.5	71.7	3.53	5.34	6.22	7.50	8.47	f 9.28	10.45	f 2.40	4.44	f 6.05	6.23						89
				WALERGA 3.4	67.2						f		f		f							Spur 10
				ANTELOPE 3.8	63.8	3.40	5.22	6.11	7.39	8.36	s 9.17	10.35	f 2.28	4.32	f 5.47	6.13						60
				DN **ROSEVILLE** 4.0	60.0	s 3.32	5.15	6.05	s 7.32AM	s 8.28AM	s 9.10	s 10.30	s 2.20PM	s 4.25	s 5.40	s 6.05PM	4.00PM	2.50 1.45		5.00PM	6.10PM	Term. Yard TWFPYO
4.30AM	s 5.18PM	s 1.35PM	s 8.08AM	ROCKLIN 3.1	56.0	f 3.15	5.01	5.52			s 9.00	10.15		4.10	s 5.30		3.40	1.25				W Yard
4.50 5.50	s 5.28	s 1.48	s 8.17	D LOOMIS 2.8	52.9	f 3.05	4.54	5.47			s 8.53	f 10.08		4.03	s 5.20		3.10	1.10				60
6.05 6.30	s 5.37	s 1.58	s 8.30	D PENRYN 3.2	50.1	f 2.57	4.49	5.41			s 8.47	f 10.02		3.56	s 5.10		1.58	12.55				55
6.50AM	s 5.48PM	s 2.09PM	s 8.40AM	DN NEWCASTLE 2.0	46.9	s 2.47	4.42	5.34			s 8.40	s 9.55		3.48	s 5.00		1.30	12.40				W 73
				ZETA 2.1	44.9	f 2.37	4.37	5.29			f 8.33	9.48		3.40	f 4.46		12.45	12.30				57
				FLINT 0.9	42.8																	73
				D AUBURN 3.1	41.9	s 2.28	4.30	5.24			s 8.27	f 9.41		s 3.34	s 4.40		12.15PM	12.15PM				W 56
				D BOWMAN 3.4	38.8	f 2.16	4.23	5.18			f 8.15	9.34		3.25	f 4.30		10.15AM	11.59AM				73
				CLIPPER GAP 3.0	35.4	f 2.06	4.16	5.11			f 8.10	9.27		3.15	f 4.24							70
				APPLEGATE 3.2	32.4	f 1.57	4.10	5.06			f 8.04	9.21		3.07	f 4.18							Spur 55
				N. E. MILLS 2.0	29.2	f 1.47	4.03	5.00			f 7.57	9.15		2.59	f 4.12							Spur 55
				LANDER 3.0	27.2	f 1.40	3.58	4.56			f 7.52	9.11		2.54	f 4.07							Spur 64
				DNR **COLFAX** 4.5	24.2	s 1.30	s 3.50	s 4.50			7.45AM	s 9.05		s 2.45	4.00PM		9.10AM	11.00	4.30PM			PYW Yard
				CAPE HORN 2.7	19.7	f 1.12	3.30	4.34				8.39		2.24				10.20	3.40			50
				MAGRA 3.6	17.0	f								f								No Siding
				DN GOLD RUN 2.0	13.4	f 12.53	3.14	4.20				8.23		f 2.05				9.55	3.10			WFY 80
				DUTCH FLAT 1.9	11.4	f 12.47	3.08	4.14				8.17		f 1.56				9.35	2.30			Spur 6
				ALTA 0.7	9.5	s								s								Spur 4
				D TOWLE 1.9	8.8	f 12.40	3.02	4.08				8.10		f 1.49				9.23	2.15			W Spur 5
				GORGE 2.1	6.9	f 12.34	2.58	4.03				8.05		f 1.43				9.15	2.10			Spur 5
				MIDAS 2.3	4.8	f 12.28	2.53	3.58				7.59		1.37				9.04	2.00			80
				FOREBAY 2.5	2.5	f 12.21	2.45	3.53				7.53		f 1.29				8.53	1.45			W Spur 10
				DN **BLUE CANON**	0.0	12.13AM	2.35AM	3.45AM				7.45AM		1.20PM				8.40AM	1.30PM			PTW 60
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	(77.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Lv. Tuesday, Thursday, and Saturday	Leave Daily	Leave Daily	
Time over District						(3.57)	(3.15)	(2.55)	(0.33)	(0.37)	(2.00)	(3.15)	(0.40)	(3.40)	(2.25)	(0.35)	(6.50)	(5.40)	(3.00)	(1.00)	(1.00)	
Average speed per hour						20.94	23.94	26.68	32.36	28.87	26.80	23.94	26.70	21.21	22.18	30.51	5.81	13.20	8.07	14.80	17.80	

Automatic Block

Double Track (No. 1)

The above schedules are shown only for information and have no time table superiority between Loomis and Newcastle, but will be known by their numbers and handled only by train orders between Loomis and Newcastle.

Westward trains receiving orders east of Newcastle moving an eastward train from Loomis to Newcastle against them, must not pass east cross-over switch at Newcastle until opposing trains on Track No. 1 have arrived.

Westward trains must stop east of east cross-over switch at Newcastle unless they receive a proceed train-order signal.

Westward trains, receiving orders east of Bowman, moving an eastward train to Bowman against them on track No. 1, must not pass cross-over switch at Bowman until opposing train has arrived at that point, and if train order signal at Bowman is in "Stop" position westward trains must not pass cross-over switch until train order signal has been placed in "Proceed" position or a clearance obtained.

Nos. 24, 210, 34 and 306 will use track No. 4 Rocklin to Loomis.

ADDITIONAL STOPS ON SIGNAL.

No. 547, Antelope, Walerga, Benali and Elvas to discharge passengers from points east of Roseville.
No. 23, stations between Roseville and Sacramento to discharge passengers from points east of Colfax.
No. 209, County Road Crossing mile and a half west of Benali.
Nos. 5 and 19, stations west of Colfax to discharge passengers from points east of Ogden.
No. 1, stations west of Colfax to discharge passengers from points Cheyenne and east.

Eastward. FROM SAN FRANCISCO

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS			FIRST CLASS					Distance from San Francisco	Time Table No. 96 January 20, 1915
	254 Ogden Manifest	308 Way Freight	310 Way Freight	2 Overland Limited	10 San Francisco Limited	20 Pacific Limited	24 Tonopah Express	6 Atlantic Express		
	Leave Daily	Lv. Monday Wednesday and Friday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
60 PTW	3.50PM	10.50AM		10.25PM	9.25PM	5.40PM	5.00PM	**3.45AM**	166.6	DN **BLUE CANON**
73	4.10	11.10		10.35	9.37	5.52	5.12	4.00	169.7	3.1 FULDA
68 PT	4.20	11.30		10.41	9.43	5.58	f 5.19	4.09	171.8	2.1 D EMIGRANT GAP
51	4.30	11.55AM		10.45	9.53	6.02	f 5.25	4.15	173.3	1.5 D **SMART**
54	4.47	12.15PM		10.53	9.58	6.10	f 5.35	4.28	176.1	2.8 YUBA PASS
51 W	5.00	**12.43**		11.00	10.05	6.16	f 5.42	4.38	178.3	2.2 CRYSTAL LAKE
49 W	5.14	1.05		11.05	10.11	6.22	s 5.49	f 4.48	180.3	2.0 DN CISCO
53	5.33	1.30		**11.16**	10.22	6.32	6.00	5.03	183.8	3.5 TAMARACK
50 W	5.45	1.50		11.22	10.28	6.38	f 6.08	5.13	185.8	2.0 DN TROY
59	6.00	2.10		11.28	10.35	6.45	6.15	5.22	187.9	2.1 SPRUCE
47	**6.25**	2.30		11.37	**10.45**	6.53	f **6.25**	**5.35**	190.7	2.8 SODA SPRINGS
128 PTW	**7.03**	3.05		11.48	10.58	**7.03**	s 6.37	s 5.50	193.0	2.3 DN SUMMIT
54	7.35	3.20		11.57PM	11.09	7.12	f 6.48	6.01	196.2	3.2 LAKE VIEW
60	7.50	3.35		12.03AM	11.15	7.17	6.54	6.07	198.2	2.0 EDER
57 T	8.05	3.50		12.08	11.24	7.23	7.01	**6.20**	200.6	2.4 DN ANDOVER
13 W (Spur)									202.7	2.1 * STANFORD
20 (Spur)							f	f	203.6	0.9 * ARCTIC
49	8.30	4.10		12.15	11.35	7.32	7.13	6.33	204.1	0.5 CHAMPION
60 (Spur)									206.3	2.2 * DONNER ICE CO.
Term. Yard PWTYOF	9.05 9.35	4.30PM	10.30AM	s **12.25**	s 11.55PM	s 7.45	¶ 7.30 7.50	s 6.50	208.0	1.7 DNR **TRUCKEE**
48 (Spur)							f		211.1	3.1 * POLARIS
53	10.05		10.50	12.44	12.14AM	7.58	f 8.09	7.08	215.0	3.9 *PROSSER CREEK
20 W	10.10		11.20AM	12.47	12.18	8.02	s 8.14	s 7.12	216.3	1.3 D **BOCA**
80									218.1	1.8 HINTON
8 (Spur)									219.0	0.9 *BURCKHALTER
31 (Spur)							f		220.9	1.9 * ICELAND
34 (Spur)									221.5	0.6 *WICKES
75 W	10.35		12.20PM	12.58	12.34	8.15	s 8.33	s 7.27	222.4	0.9 D FLORISTON
20 W (Spur)	10.50		12.30	1.05	12.41	8.21	f 8.40	7.35	225.5	3.1 MYSTIC
No Siding W	11.05		12.45	1.11	12.48	8.27	f 8.50	7.43	228.5	3.0 CALVADA
100	11.20		1.30	1.20	1.00	8.35	s 9.04	s 7.53	232.4	3.9 D **VERDI**
65	11.35		1.40	1.24	1.06	8.40	9.10	8.00	234.7	2.3 WARE
2 (Spur)							f		235.8	1.1 MOGUL
6 W (Spur)	11.50PM		1.50	1.30	1.13	8.46	9.20	8.07	237.9	2.0 LAWTON
Yard OP	12.25AM		2.15	s 1.45	s 1.35	s 9.05	s 9.45	s 8.30	242.9	5.0 **RENO**
Yard				1.50	1.40	9.10	s 9.50	s 8.35	245.5	2.6 SPARKS (Passenger Depot)
Term. Yard FWTOP	12.45AM		2.30PM	1.55AM	s 1.45AM	9.15PM	s 10.00PM	s 8.40AM	246.2	0.7 DNR **SPARKS**(Dsprs Office)
	Arrive Daily	Ar. Monday Wednesdny aad Friday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(79.6)
	(8.20) 9.97	(5.40) 7.11	(4.00) 19.90	(3.30) 22.74	(4.20) 18.12	3.35) 23.11	(4.40) 17.05	(4.55) 16.19		...............Time over district ....Average speed per hour

Staff System

Automatic Block

Double track (No. 2)

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D72.

*Frog taken out part of season.
Siding at Ware on eastward track only.
Burckhalter Spur on eastward track only.
Water tank Mystic on westward track only.

On double track between Sparks and Truckee, trains keep to the left. Westward trains use track No. 1, Eastward trains track No. 2. Signals used by trackmen on this double track will be placed on left, or fireman's side of track.

ADDITIONAL STOPS ON SIGNAL
No. 24 Union Mills, Farad and Marmol.
No. 6 Union Mills, Lawton Springs.
No. 24 Summit Hotel.

Time Table No. 96

January 20, 1915

	STATIONS	Distance from Sparks	FIRST CLASS 1 Overland Limited Arrive Daily	9 Fast Mail Arrive Daily	5 San Francisco Limited Arrive Daily	23 Tonopah Express Arrive Daily	19 Pacific Limited Arrive Daily	THIRD CLASS 309 Way Freight Arrive Daily Ex. Sunday	307 Way Freight Ar. Tuesday Thursday and Saturday	253 Ogden Manifest Arrive Daily
DN	**BLUE CANON** 3.1	79.6	3.40AM	s 7.40AM	s 1.15PM	s 12.08AM	s 2.30AM		12.35PM	8.30AM
	FULDA 2.1	76.5	3.32	7.33	1.07	f 11.58PM	2.20		12.20	8.10
D	EMIGRANT GAP 1.5	74.4	3.27	7.27	f 1.01	s 11.52	2.14		12.05PM	7.55
D	**SMART** 2.8	72.9	3.24	7.23	f 12.57	f 11.47	2.10		11.55AM	7.48
	YUBA PASS 2.2	70.1	3.17	7.16	12.49	f 11.38	2.03		11.00	7.30
	CRYSTAL LAKE 2.0	67.9	3.13	**7.11**	**12.43**	f 11.32	1.57		10.40	**7.11**
DN	CISCO 3.5	65.9	3.08	7.06	f 12.37	s 11.26	1.51		10.25	6.50
	TAMARACK 2.0	62.4	3.00	6.59	12.28	f **11.16**	1.41		10.05	6.30
DN	TROY 2.1	60.4	2.55	6.55	12.22	f 11.02	1.35		9.45	6.15
	SPRUCE 2.8	58.3	2.50	6.51	12.16	f 10.54	1.29		9.30	6.00
	SODA SPRINGS 2.3	55.5	2.44	6.45	12.07PM	f **10.45**	1.22		9.15	**5.35**
DN	SUMMIT 3.2	53.2	2.38	6.40	f 11.59AM	s 10.27	1.15		9.00	5.15
	LAKE VIEW 2.0	50.0	2.25	6.31	11.45	f 10.08	1.02		8.10	4.40
	EDER 2.4	48.0	2.15	6.26	11.38	f 10.00	12.55		7.55	4.25
DN	ANDOVER 2.1	45.6	2.07	**6.20**	11.30	f 9.52	12.47		7.40	4.05
	* STANFORD 0.9	43.5								
	*ARCTIC 0.5	42.6				f				
	CHAMPION 2.2	42.1	1.57	6.12	11.18	9.40	12.37		7.20	3.40
	* DONNER ICE CO. 1.7	39.9								
DNR	**TRUCKEE** 3.1	38.2 38.0	s 1.45	s 6.00	s 11.05	s 9.25	s **12.25**	10.00AM	7.00AM	3.15
	* POLARIS 3.9	34.9				s				
	*PROSSER CREEK 1.3	31.0	1.22	5.42	10.37	f 8.55	12.01AM	9.40		2.05
D	**BOCA** 1.8	29.7	1.18	5.38	s 10.33	s 8.52	11.57PM	9.30		2.00
	HINTON 0.9	27.9								
	*BURCKHALTER 1.9	27.0								
	*ICELAND 0.6	25.1				s				
	* WICKES 0.9	24.5								
D	FLORISTON 3.1	23.6	1.07	5.28	s 10.18	s 8.38	11.42	8.45		1.40
N	MYSTIC 3.0	20.6	1.01	5.23	10.08	8.31	11.35	8.00		1.25
	CALVADA 3.9	17.6	12.55	5.17	10.01	8.24	11.28	7.45		1.10
D	**VERDI** 2.3	13.7	**12.49**	5.10	s 9.52	s 8.15	11.20	7.30		**12.49**
	WARE 1.1	11.4								
	MOGUL 2.0	10.3				f				
	LAWTON 5.0	8.3	12.38	5.00	9.33	7.57	11.07	6.20		12.01AM
	RENO 2.6	3.3	s 12.28	s 4.52	s 9.20	s 7.45	s 10.55	6.00		11.45PM
	SPARKS (Passenger Depot) 0.7	0.7	12.18	4.43	9.08	s 7.28	10.43			
DNR	**SPARKS** (DsprsOffice)	0.0	12.15AM	4.40AM	9.05AM	7.25PM	10.40PM	5.30AM		11.30PM
	(79.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Lv. Tuesday Thursday and Saturday	Leave Daily
	Time over District....................		(3.25)	(3.00)	(4.10)	(4.43)	(3.50)	(4.30)	(5.35)	(9.00)
	Average speed per hour..................		23.02	26.53	19.10	16.88	20.76	15.11	7.41	8.85

Staff System

Automatic Block

Double Track (No. 1)

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D72.

*Frog taken out part of season.
Siding at Ware on eastward track only.
Burckhalter Spur on eastward track only.
Water tank Mystic on westward track only.

On double track between Sparks and Truckee, trains keep to the left. Westward trains use track No. 1, Eastward trains track No. 2. Signals used by trackmen on this double track will be placed on left, or fireman's side of track.

ADDITIONAL STOP ON SIGNAL:
No. 23 Lawton Springs, Union Mills, Farad, Marmol.

Eastward.

FROM SAN FRANCISCO

Time Table No. 96

January 20, 1915

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS				SECOND CLASS		FIRST CLASS							Distance from San Francisco		STATIONS
	222	228	224	230	548	550	48	14	32	12	28	30	16			
	Portland Fast Freight	Way Freight	Way Freight	Way Freight	Chico Willows MOTOR	Red Bluff MOTOR	El Dorado	Portland Express	Red Bluff Passenger	Shasta Limited	Dunsmuir Passenger	Red Bluff Passenger	Oregon Express			
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	6.40AM				8.30AM		8.20PM	3.30PM	4.05PM	1.15PM	11.30AM	9.50AM	12.25AM	88.8		**SACRAMENTO**
Term Yard OWFPYT	11.00AM			5.30AM	9.10AM		8.55PM		4.40PM		12.05PM		1.00AM	106.6	DN	**ROSEVILLE** 6.2
49	11.16			5.50	f 9.25		9.04		f **4.52**		f 12.15		1.15	112.8		WHITNEY 4.2
134 W	11.25			6.30	s 9.32		s 9.11		s 5.00		s 12.24		s 1.22	117.0	D	LINCOLN 1.3
34 Spur														118.3		CLAYTON 0.3
9 Spur														118.6		*AHART 2.4
38	11.31			**7.10**	f 9.42		9.17		f 5.07		f 12.30		1.28	121.0		EWING 3.8
32	11.39			**7.55**	f 9.50		f 9.22		s 5.14		s 12.38		1.34	124.8		SHERIDAN 3.3
138	11.44			8.20	s 9.58		s 9.26		s **5.20**		s **12.45**		s 1.40	128.1	D	WHEATLAND 6.1
53	**11.55AM**			8.45	f 10.11		9.36		f 5.30		f 12.57		1.50	134.2		OSTROM 6.6
Yard WOP	**12.30PM**			9.50	s 10.25 10.35		s 9.50		s 5.45		s **1.20**		s 2.10	140.8	DN	**MARYSVILLE** 1.0
Yard PIY	12.35			9.55	10.37		9.53		5.47		1.23		2.12	141.8		**BINNEY JUNCTION** W. P. Ry. Crossing. 2.9
112	**1.00**			**10.20**	f **10.43**		9.58		f 5.56		f 1.29		2.17	144.7		BERG 3.0
43	1.20			10.30	f 10.49		10.03		f 6.01		f 1.35		2.22	147.7		LOMO 2.1
8 Spur					f				f		f			149.8		SUNSET 1.7
54 I	**1.43**			**1.057AM**	s **10.57**		f 10.08		s 6.08		s **1.43**		f 2.28	151.5	D	LIVE OAK N. E. Ry. Crossing 4.4
5 Spur					f									155.9		FAGAN 2.1
120	2.20			**12.35PM**	s 11.10		s 10.20		s 6.22		s 1.55		s 2.38	158.0	D	GRIDLEY 3.4
49 W	2.35			12.50	s 11.15		s 10.26		s 6.28		s 2.05		s 2.44	161.4	D	BIGGS 6.0
49	3.05			1.15	s 11.25		f 10.36		s 6.41		s 2.15		2.54	167.4		RICHVALE 4.1
110	**3.35**			1.35	f 11.35		f 10.43		s 6.49		s 2.24		3.00	171.5		NELSON 6.6
49	4.10			2.05	s **11.55AM**		f 10.54		s 7.03		s 2.38		3.12	178.1	D	DURHAM 3.8
9 Spur					f				f		f			181.9		FAULKNER 2.3
Yard OYW	5.00	7.00AM		2.30PM	s 12.15PM 12.30	9.35AM	s 11.05PM		s 7.20		s **2.55**		s 3.30	184.2	DNR	N. E. Ry. Crossing **CHICO** 4.9
7 Spur					f	f								189.1		POND 2.2
29	5.25	7.25			f 12.45	f 9.48			s 7.35		s 3.07		3.43	191.3		NORD 2.3
112	5.32	**7.40**			f **12.50**	f 9.53			f 7.39		f 3.12		3.46	193.6		ANITA 2.4
20	5.40	7.50			f 12.56	f 9.58			f 7.43		f 3.18		3.52	196.0		CANA 2.6
8 Spur	5.50	8.00			f 1.02	f			f 7.48		f 3.23		3.56	198.6		SOTO 4.4
49	6.02	8.20			s 1.12	s 10.12			s 7.56		s 3.30		s 4.03	203.0	D	VINA 1.6
15	6.08	**8.37**			f 1.16	f 10.16			7.59		3.33		4.06	204.6		COPELAND 2.5
12 Spur					f	f			f		f			207.1		ENSIGN 0.9
8 Spur					f	f			f		f			208.0		BOHEMIA 1.7
48	6.25	9.05			s 1.28	s **10.35**			s 8.10		s 3.43		s 4.15	209.7	D	LOS MOLINOS 2.0
120 PWY	7.00	9.15	7.30AM		s 1.35PM	s **10.50**		8.30PM	s 8.20	4.38PM	s 3.50	3.15PM	s 4.25	211.7	Automatic Block DNR	**TEHAMA** 3.0
250	7.15	9.25	7.40			f 10.58		8.36	f 8.26	4.43	f 3.56	f 3.21	**4.35**	214.7		GERBER 0.9
49	7.20	9.28	7.45			f **11.00**		8.39	f 8.28	4.45	f 3.59	f 3.24	f 4.40	215.6		PROBERTA 3.3
110	7.35	9.40	8.00			f 11.10		8.45	f 8.35	4.50	f 4.05	f 3.30	4.54	218.9		RAWSON 4.5
Term Yard FWTO	8.00PM	**9.50AM**	8.10AM			s 11.20AM		s 8.55PM	s 8.45PM	5.00PM	s 4.15PM	s 3.40PM	s **5.10AM**	223.4	DNR	**RED BLUFF**
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(116.8)
Marysville Yard—See trains on page 11.	(9.00) 12.98	(2.50) 13.83	(0.40) 17.55	(9.00) 8.60	(4.00) 22.88	(1.45) 24.19	(2.10) 35.17	(0.25) 28.08	(4.05) 28.60	(0.22) 31.91	(4.10) 28.03	(0.25) 28.08	(4.10) 28.03			……Time over District ……Average speed per hour

Time at Tehama applies at Junction Switch.

ADDITIONAL STOPS ON SIGNAL.
- No. 548, Morrison and Hills Crossing.
- No. 16, to receive passengers for points Portland and beyond.
- Nos. 548 and 550, road crossing East End Tehama River Bridge, Nord Ave., Chico.

*Frog out.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

TOWARD SAN FRANCISCO.

Westward.

	Time Table No. 96 January 20, 1915	Distance from Red Bluff	FIRST CLASS							SECOND CLASS		THIRD CLASS		FOURTH CLASS	
			47	**15**	**31**	**27**	**29**	**11**	**13**	**549**	**547**	**221**	**229**	**223**	**227**
			El Dorado	California Express	Red Bluff Passenger	San Francisco Passenger	Red Bluff Passenger	Shasta Limited	San Francisco Express	Chico-Willows **MOTOR**	Red Bluff and Sacramento **MOTOR**	Portland Fast Freight	Way Freight	Way Freight	Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	SACRAMENTO		8.05AM	9.05AM	10.00AM	3.00PM	3.40PM	5.20PM	9.00AM		6.40PM	7.00PM			
DN	**ROSEVILLE** 6.2	116.8	s 7.32AM	s 8.28AM		s 2.18PM					s 6.05PM	2.50PM	5.10PM		
	WHITNEY 4.2	110.6	f 7.23	8.18		f **2.10**					f 5.54	**2.10**	**4.52**		
D	LINCOLN 1.3	106.4	s 7.17	s 8.10		s 2.02					s 5.46	1.35	4.15 3.30		
	CLAYTON 0.3	105.1													
	*AHART 2.4	104.8													
	EWING 3.8	102.4	**7.10**	8.02		f 1.53					f 5.38	1.15	3.05		
	SHERIDAN 3.3	98.6	f 7.05	**7.55**		s 1.48					f 5.30	1.00	2.45		
D	WHEATLAND 6.1	95.3	s 7.00	s 7.48		s 1.42					s **5.20**	**12.45PM**	2.30		
	OSTROM 6.6	89.2	6.50	f 7.37		f 1.30					f 5.02	**11.55AM**	2.00		
DN	**MARYSVILLE** 1.0	82.6	s 6.40	s 7.25		s **1.20**					4.50 s 4.40	11.25	**1.30** **12.20**		
	BINNEY JUNCTION W. P. Ry. Crossing 2.9	81.6	6.35	7.15		1.05					4.38	11.00	12.05PM		
	BERG 3.0	78.7	f 6.30	7.08		f **1.00**					f 4.33	**10.43** **10.20**	11.40AM		
	LOMO 2.1	75.7	6.25	f 7.02		f 12.53					f 4.26	10.12	11.20		
	SUNSET 1.7	73.6				f					f				
D	LIVE OAK N. E. Ry. Crossing 4.4	71.9	f 6.20	s 6.55		s 12.47					s 4.18	10.00	**10.57**		
	FAGAN 2.1	67.5									f				
D	GRIDLEY 3.4	65.4	s 6.09	s 6.40		s **12.35**					s 4.06	9.42	10.25		
D	BIGGS 6.0	62.0	s 6.02	s 6.32		s 12.29					s 4.00	9.32	10.10		
	RICHVALE 4.1	56.0	f 5.52	6.20		s 12.15					s 3.45	9.13	9.40		
	NELSON 6.6	51.9	f 5.44	6.13		s 12.07PM					f **3.35**	9.00	9.25		
D	DURHAM 3.8	45.3	f 5.34	s 6.00		s **11.55AM**					s 3.23	8.40	8.55		
	FAULKNER 2.3	41.5									f				
DN R	N. E. Ry. Crossing **CHICO** 4.9	39.2	5.25AM	s 5.45		¶11.40 11.20				s 9.20AM	s **3.10** **2.50**	**8.20**	**8.30AM**		1.30PM
	POND 2.2	34.3								f	f				
	NORD 2.3	32.1		f 5.25		s 11.08				f 9.06	f 2.37	7.55			1.00
	ANITA 2.4	29.8		f 5.20		f 11.04				f 9.01	f 2.32	**7.40**			**12.50**
	CANA 2.6	27.4		f 5.15		f 10.59				f 8.55	f 2.27	7.20			12.30
	SOTO 4.4	24.8		5.10		f 10.53				f 8.48	f 2.21	7.00			12.15
D	VINA 1.6	20.4		s 5.03		s 10.46				f 8.40	s 2.13	6.50			12.05PM
	COPELAND 2.5	18.8		5.00		10.42				f **8.37**	f 2.10	6.40			11.55AM
	ENSIGN 0.9	16.3								f	f				
	BOHEMIA 1.7	15.4								f	f				
D	LOS MOLINOS 2.0	13.7		s 4.51		s **10.35**				s 8.27	s 2.00	6.20			11.35
Automatic Block DN R	**TEHAMA** 3.0	11.7		s 4.45	s 5.40AM	s 10.25	s **10.50AM**	12.50PM	s 12.01AM	8.20AM	s 1.55	6.10		12.45AM	11.15
	GERBER 0.9	8.7		**4.35**	f 5.34	f 10.16	10.43	12.44	11.54PM		f 1.48	5.55		12.35	11.05
	PROBERTA 3.3	7.8		f 4.32	f 5.32	f 10.14	10 41	12.42	f 11.52		f 1.46	5.50		12.25	**11.00**
	RAWSON 4.5	4.5		4.25	f 5.25	10.08	f 10.35	12.37	11.45		f 1.40	5.40		12.15	10.45
DN R	**RED BLUFF**	0.0		4.15AM	**5.15AM**	**10.00AM**	**10.25AM**	12.30PM	11.35PM		1.30PM	**5.25AM**		12.05AM	**10.35AM**
	(116.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District		(2.07)	(4.13)	(0.25)	(3.58)	(0.25)	(0.20)	(0.26)	(1.00)	(4.05)	(9.12)	(6.45)	(0.40)	(2.55)
	Average speed per hour		35.90	27.92	27.00	28.96	27.00	35.10	27.00	27.50	28.09	13.60	17.50	17 .55	14.97

Marysville Yard see page 11.

*Frog out. Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL.
- No. 15 to discharge passengers from Portland or points beyond.
- No. 547 Morrison's Crossing.
- Nos. 547 and 549 Road Crossing east end Tehama Bridge. Nord Ave., Chico.

Time at Tehama applies at Jct. Switch.

Eastward.

FROM SAN FRANCISCO

Time Table No. 96

January 20, 1915

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS		SECOND CLASS				FIRST CLASS				Distance from San Francisco		
	226	224	544	542	536	546		14	12	30			
	Way Freight	Way Freight	Hamilton MOTOR	Oroville MOTOR	Oroville MOTOR	Red Bluff MOTOR		Portland Express	Shasta Limited	Red Bluff Passenger			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily			STATIONS
WFTYOP	4.45AM		7.00PM	6.30PM	7.55AM		Use Western Division	3.30PM Time Table	1.15PM Sacramento	9.50AM to Davis.	88.8		SACRAMENTO 13.2
Terminal Yard WYP	5.40AM		7.55PM	7.05PM	8.30AM			4.20PM	1.55PM	10.30AM	75.6	DNR	DAVIS 5.1
49	5.55		f 8.04	f 7.15	f 8.40			4.30	2.02	f 10.40	80.7		MERRITT 2.5
20	6.05		f 8.08	f 7.23	f 8.45			4.36	2.06	f 10.44	83.2		MULLEN 1.7
68 TPW	6.10 7.00		s 8.15	s 7.25PM	s 8.50AM			s 4.45	2.08	s 10.50	84.9	DR	WOODLAND Sacramento Woodland Ry. Crossing 4.3
30 Spur			f							f	89.2		ELVATON 0.7
30	7.20		s 8.25					f 4.53	2.16	s 11.05	89.9	D	YOLO 2.2
14 Spur			f							f	92.1		DUFOUR 1.6
6 Spur			f							f	93.7		* RONDA 2.1
43	7.40		s 8.38					s 5.02	2.24	s 11.17	95.8	D	ZAMORA 2.2
20	7.50		f 8.43					5.05	2.27	f 11.22	98.0		BRETONA 3.1
4 Spur			f							f	101.1		* WYCKOFF 2.1
38 W	8.25		s 8.54					s 5.18	2.34	s 11.33	103.2	D	DUNNIGAN 3.2
43	8.50		f 9.00					5.28	2.38	f 11.41	106.4		HERSHEY 1.9
237 YP	9.00		f 9.04					5.32	2.43	f 11.45	108.3		HARRINGTON 5.2
49	9.45		s 9.15 9.25					s 5.45	2.50	¶ 11.59AM 12.20PM	113.5	D	ARBUCKLE 4.1
35 W	9.57		f 9.32					5.58	3.00	f 12.30	117.6		GENEVRA 0.9
15	10.00		f 9.35					6.00	3.02	f 12.32	118.5		MACY 5.7
57	10.30		s 9.45					s 6.11	3.09	s 12.44	124.2	D	WILLIAMS 4.9
49	11.00		f 9.53					6.20	3.15	s 12.54	129.1		C. & L. Crossing COLUSA JUNCTION 3.9
50 W	11.40AM		s 10.00					s 6.28	3.21	s 1.10	133.0	D	MAXWELL 5.3
47	12.15PM		f 10.10					6.38	3.28	s 1.20	138.3		DELAVAN 3.8
40	12.52		f 10.17					6.47	3.33	s 1.28	142.1		NORMAN 2.2
36	1.05		f 10.21					6.50	3.37	f 1.33	144.3		LOGANDALE 5.6
64 WFY	1.30PM	4.30AM	s 10.35			7.00AM		s 7.08	3.45	s 1.47	149.9	DNR	WILLOWS 3.3
14		4.40	f 10.42			f 7.06		7.13	3.50	f 1.56	153.2		LYMAN 3.6
48		5.00	f 10.47			s 7.13		s 7.20	3.57	s 2.03	156.8	D	GERMANTOWN 3.9
62		5.13	f 10.54			f 7.21		7.26	4.02	f 2.12	160.7		GRAPIT 1.3
36		5.20	f 10.57			f 7.25		7.30	4.05	f 2.15	162.0		GREENWOOD 3.4
45 PW		6.00	s 11.02			s 7.32		s 7.40	4.09	s 2.25	165.4	Automatic Block DR	ORLAND 1.6
42 PY		6.05	f 11.05PM			f 7.34		7.43	4.11	f 2.32	167.0		WYO 2.0
16		6.18				f 7.38		7.47	4.14	f 2.38	169.0		MALTON 4.4
30		6.30				f 7.46		7.56	4.19	s 2.46	173.4		KIRKWOOD 5.1
51		7.00				s 8.01		s 8.10	4.26	s 2.56	178.5	D	CORNING 3.1
49		7.08				f 8.07		8.16	4.31	s 3.04	181.6		RICHFIELD 4.7
120 WY		7.20AM				s 8.15AM		s 8.25PM	4.38PM	s 3.15PM	186.3	DNR	TEHAMA
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily			(110.7)
	(7.50)	(2.50)	(3.00)	(0.20)	(0.20)	(1.15)		(4.05)	(2.43)	(4.23)			..........Time over District
	9.87	12.88	30.67	27.90	27.90	29.12		27.11	40.75	25.67			..........Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. { **No. 14 will stop at Elvaton to discharge passengers from stations west of Benicia and stations between Davis and Tehama to receive passengers for points east of Dunsmuir.**

Time at Tehama applies at Junction Switch.

*Frog Out.

TOWARD SAN FRANCISCO

Westward.

Time Table No. 96

January 20, 1915

	STATIONS	Distance from Tehama	FIRST CLASS				SECOND CLASS				THIRD CLASS	FOURTH CLASS
			13 San Francisco Express	31 Red Bluff Passenger	29 Red Bluff Passenger	11 Shasta Limited	541 Oroville MOTOR	545 Chico Willows MOTOR	539 Oroville MOTOR	543 Hamilton Davis MOTOR	225 Way Freight	223 Way Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	SACRAMENTO 13.2	123.9	9.00AM Use Western	10.00AM Time Table	3.40PM Davis to Sacramento	5.20PM	9.00AM		7.30PM	7.30PM	3.00PM	
DNR	**DAVIS** 5.1	110.7	s 3.45AM	s 9.25AM	s 3.05PM	s 3.40PM	s **8.25**AM		s 6.40PM	s 6.50PM	1.40PM	
	MERRITT 2.5	105.6	3.35	f 9.15	f 2.59	3.31	f 8.15		f 6.28	f 6.38	1.17	
	MULLEN 1.7	103.1	3.30	f 9.10	f 2.54	3.26	f 8.10		f 6.23	f 6.33	1.07	
DR	**WOODLAND** Sacramento Woodland Ry. Crossing. 4.3	101.4	s 3.25	s 9.05	s 2.50	3.22	8.05AM		6.20PM	s 6.30	1.00PM	
	ELVATON 0.7	97.1		f	f					f		
D	YOLO 2.2	96.4	s 3.10	s 8.50	s 2.36	3.11				s 6.10	11.52AM	
	DUFOUR 1.6	94.2		f	f					f		
	* RONDA 2.1	92.6		f						f		
D	ZAMORA 2.2	90.5	s 3.00	s 8.39	s **2.24**	3.03				s 5.58	**11.17**	
	BRETONA 3.1	88.3	2.55	f 8.35	f 2.15	3.00				f 5.53	10.50	
	* WYCKOFF 2.1	85.2								f		
D	DUNNIGAN 3.2	83.1	s 2.47	s **8.25**	s 2.07	2.53				s 5.44	10.30	
	HERSHEY 1.9	79.9	2.40	f 8.18	f 2.02	2.48				f 5.36	10.12	
	HARRINGTON 5.2	78.0	2.36	f 8.15	f 1.58	**2.43**				f **5.32**	10.05	
D	ARBUCKLE 4.1	72.8	s 2.28	s 8.08	s 1.50	2.35				s 5.13 5.03	**9.45**	
	GENEVRA 0.9	68.7	2.19	s 7.58	f 1.43	2.29				f 4.54	9.30	
	MACY 5.7	67.8	2.11	7.52	1.37	2.27				f 4.52	9.15	
D	WILLIAMS 4.9	62.1	s 2.00	s 7.42	s 1.29	2.20				s 4.41	8.50	
	C. & L. Crossing **COLUSA JUNCTION** 3.9	57.2	s 1.53	s 7.33	s 1.20	2.14				s 4.31	8.25	
D	MAXWELL 5.3	53.3	s 1.45	s 7.26	s **1.10**	2.09				s 4.23	8.10	
	DELAVAN 3.8	48.0	1.36	f 7.17	f 1.00	2.03				f 4.13	7.45	
	NORMAN 2.2	44.2	1.29	f 7.10	s **12.52**	1.58				f 4.03	7.35	
	LOGANDALE 5.6	42.0	1.25	f 7.05	f 12.47	1.55				f 3.57	7.20	
DNR	**WILLOWS** 3.3	36.4	s 1.15	s **6.55**	¶12.35 12.15	**1.47**		s 3.15PM		s **3.45**	**7.05**AM	4.00AM
	LYMAN 3.6	33.1	1.05	f 6.47	f 12.08	1.39		f 3.08		f 3.32		3.45
D	GERMANTOWN 3.9	29.5	s 12.59	s 6.42	s 12.01PM	1.34		s 3.02		s 3.24		3.30
	GRAPIT 1.3	25.6	12.53	f 6.37	f 11.54AM	1.29		f 2.55		f 3.16		2.55
	GREENWOOD 3.4	24.3	12.50	f 6.34	f 11.51	1.26		f 2.52		f 3.12		2.45
Automatic Block DR	ORLAND 1.6	20.9	s 12.44	s 6.29	s 11.43	1.21		s 2.45		s 3.05		2.30
	WYO 2.0	19.3	12.35	f 6.23	f 11.35	1.18		f 2.41		3.00PM		1.55
	MALTON 4.4	17.3	12.32	f **6.18**	f 11.30	1.15		f **2.38**				1.45
	KIRKWOOD 5.1	12.9	12.25	f 6.12	f 11.22	1.09		f 2.23				1.30
D	CORNING 3.1	7.8	s 12.16	s 6.03	s 11.12	1.02		s 2.15				1.20
	RICHFIELD 4.7	4.7	12.10	f 5.55	f 11.03	12.57		f 2.05				1.00
DNR	**TEHAMA**	0.0	12.01AM	5.45AM	10.53AM	12.50PM		1.55PM				12.50AM
	(110.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District....................		(3.44)	(3.40)	(3.52)	(2.50)	(0.20)	(1.20)	(0.25)	(3.40)	(6.25	(3.10)
	Average speed per hour..................		30.92	30.20	28.63	39.08	27.90	24.27	22.32	24.93	11.32	11.49

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

No. 13 will stop at stations between Tehama and Davis to discharge passengers from stations east of Dunsmuir.

Time at Tehama applies at Junction Switch.

*Frog Out.

Eastward. FROM SAN FRANCISCO. TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS 264 Way Freight Lv. Monday Wednesday and Friday.	SECOND CLASS 530 Fair Oaks and Folsom MOTOR Leave Daily	520 Fair Oaks and Placerville MOTOR Leave Daily	FIRST CLASS 62 Placerville Passenger Leave Daily	Distance from San Francisco		Time Table No. 96 January 20, 1915 STATIONS	Distance from Placerville	FIRST CLASS 61 Placerv Passen Arrive D
WFTYOP	6.00AM	5.20PM	8.10AM	2.00PM	88.8	DNR	**SACRAMENTO** 0.5	59.9	s 10.3
					89.3		Sacramento-Woodland Ry. Crossing 0.3	59.4	
			8.15		89.6		JCT. SWITCH, R STREET 0.1	59.1	
					89.7		Northern Electric Crossing Western Pacific Crossing 0.5	59.0	
					90.2		Central California Traction Crossing 0.6	58.5	
I	Via Elvas	Via Elvas		Via Elvas	90.8		Western Pacific Crossing 1.2	57.9	Via Elv
I					92.0		Northern Electric Crossing 0.3	56.7	
Yard			f 8.22		92.3		HOMESTEAD 2.4	56.4	
Yard W	6.20	s 5.40	s 8.30	s 2.18	94.7	DNR	**BRIGHTON** S. P. Crossing. 0.8	54.0	s 10.1
7 Spur		f	f	f	95.5		RAMONA 0.4	53.2	f
29	6.23	f 5.42	f 8.33	s 2.21	95.9		PERKINS 1.6	52.8	s 10.1
9	6.28	f 5.45	f 8.37	f 2.24	97.5		MANLOVE 1.4	51.2	f 10.0
81	6.32	f 5.48	f 8.41	s 2.27	98.9		MAYHEW 1.8	49.8	s 10.0
8	6.37	f 5.52	f 8.45	f 2.30	100.7		ROUTIER 0.9	48.0	f 10.0
22	6.40	f 5.54	f 8.47	f 2.32	101.6		MILLS 1.8	47.1	f 9.5
35	7.17	f 5.58	f 8.51	f 2.35	103.4		CORDOVA 1.0	45.3	f 9.5
35	7.35 8.45	s 6.00 6.15	s 8.55 9.10	s 2.38 2.53	104.4	R	**CITRUS** 3.0	44.3	s 9.52
18	8.58	f 6.20	f 9.15	f 2.59	107.4		NIMBUS 0.9	41.3	f 9.46
31	9.02	f 6.22	f 9.17	f 3.01	108.3		ALDER CREEK 1.8	40.4	f 9.4
25	9.10 9.40	f 6.26	f 9.20	f 3.04	110.1		NATOMA 1.0	38.6	f 9.40
25 WY	10.30	s 6.30PM	s 9.35	s 3.12	111.1	DR	**FOLSOM** 6.9	37.6	s 9.35
9	11.00		f 9.55	f 3.34	118.0		WHITE ROCK 5.1	30.7	f 9.15
9 Spur	11.25		f 10.07	f 3.48	123.1		COTHRIN 3.0	25.6	f 9.03
15	11.40		s 10.16	s 3.57	126.1	D	LATROBE 1.5	22.6	s 8.56
4 Spur			f	f	127.6		FLONELLIS 0.5	21.1	f
9 Spur	11.50		f 10.21	f 4.02	128.1		BRELA 1.7	20.6	f 8.50
6 Spur	11.59AM		f 10.26	f 4.07	129.8		BRANDON 1.6	18.9	f 8.46
6	12.05PM		f 10.30	f 4.11	131.4		DUGAN 0.3	17.3	f 8.42
4 Spur			f	f	131.7		BULLARD 2.3	17.0	f
2 Spur	12.15		f 10.36	f 4.18	134.0		BENNETT 2.9	14.7	f 8.36
27	12.35		s 10.44	s 4.27	136.9		SHINGLE SPRINGS 3.5	11.8	s 8.30
6 Spur	12.50		f 10.52	f 4.36	140.4		CUMMINGS 2.3	8.3	f 8.22
30	1.00		s 10.59	s 4.43	142.7		EL DORADO 2.3	6.0	s 8.16
23	1.15		s 11.05	s 4.50	145.0	D	**DIAMOND SPRINGS** 3.7	3.7	s 8.10
Yard WT	1.30PM		s 11.15AM	s 5.00PM	148.7	DR	**PLACERVILLE**	0.0	8.00
	Ar. Monday Wednesday and Friday	Arrive Daily	Arrive Daily	Arrive Daily			(59.9)		Leave Da
	(5.50)	(0.55)	(2.50)	(2.45)			Time over District		(2.35)
	10.32	25.42	20.92	21.20			Average speed per hour		22.17

25.42 (2.35) 22.17 (6.20) 9.48

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.

For Fair Oaks Branch trains, see page 11.
For Walnut Grove Branch Trains, Sacramento and Junction Switch R Street, see page 12.

Water—One mile east of Dugan.

ADDITIONAL STOPS ON SIGNAL.
- All trains Soudan, Malby, Stone House, Webber Creek Bridge, Bradshaw, Salsbury, Road crossing one-half mile East of Citrus, Road crossing one-half mile east of Manlove and Plummer.
- No. 520 Tenth, Twenty-first and Twenty-eighth Streets, Sacramento and East Lawn.
- Nos. 521 and 530 18th and B Street, Sacramento.

SOUTHERN PACIFIC COMPANY
(Pacific System)

File 520-311

Office of Superintendent
Sacramento Division

Sacramento, April 23, 1915.

Bulletin No. 245

Train & Enginemen:
Sacramento
Placerville

Effective at once, Nos. 61 and 62, stop on signal at road crossing, one-half mile east of Mile Post 114, between Folsom and White Rock, on Placerville Branch.

J. H. Dyer,
Superintendent.

22B-c

Cc WRS-CSF-GFR-DVC-RJS-

Eastward. FROM SAN FRANCISCO — TOWARD SAN FRANCISCO. **Westward.**

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS		FIRST CLASS					Distance from San Francisco		Time Table No. 96 January 20, 1915	Distance from Fair Oaks	SECOND CLASS					FOURTH CLASS	
		272	270	514	512	64	504	502					501	503	65	511	513	271	273
		Way Freight	Way Freight	Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks Passenger	Fair Oaks MOTOR	Fair Oaks MOTOR					Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks Passenger	Fair Oaks MOTOR	Fair Oaks MOTOR	Way Freight	Way Freight
		Lv. Tuesday. Thursday and Saturday	Lv. Monday. Wednesday and Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Monday, Wednesday and Friday	Ar. Tuesday, Thursday and Saturday
35		11.05AM	7.40AM	6.00PM	4.10PM	2.38PM	8.55AM	7.00AM	104.4	R	**CITRUS**	1.9	s 7.15AM	s 9.10AM	s 2.53PM	s 4.25PM	s 6.15PM	8.30AM	12.05PM
											1.0								
10	Spur			f	f	f	f	f	105.4		HOLLY	0.9	f	f	f	f	f		
											0.9								
15	T	11.10AM	7.45AM	s 6.05PM	s 4.15PM	s 2.43PM	s 9.00AM	s 7.05AM	106.3	DR	**FAIR OAKS**	0.0	7.10AM	9.05AM	2.48PM	4.20PM	6.10PM	8.20AM	11.55AM
		Ar. Tuesday, Thursday and Saturday	Ar. Monday. Wednesday and Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(1.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Monday. Wednesday and Friday	Lv. Tuesday Thursday and Saturday
		(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80			..........Time over District.......... ....Average speed per hour..........		(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.10) 11.40

Eastward. FROM SAN FRANCISCO — TOWARD SAN FRANCISCO **Westward.**

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		SECOND CLASS			Distance from San Francisco		Time Table No. 96 January 20, 1915	Distance from Oroville	SECOND CLASS		
		542	538	536					541	537	539
		Oroville MOTOR	Oroville MOTOR	Sacramento Davis-Oroville MOTOR					Oroville MOTOR	Oroville MOTOR	Sacramento Davis Oroville MOTOR
		Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
68	TPW	7.30PM		8.55AM	84.9	DR	**WOODLAND**	63.0	s 8.05AM		s 6.15PM
							2.3				
16		7.37		9.02	87.2		GARIC	60.7	7.57		6.10
							0.5				
23		f 7.39		f 9.05	87.7		PEART	60.2	f 7.55		f 6.08
							1.7				
29	Spur	f		f	89.4		LAUGENOUR	58.5	f		f
							0.7				
19		f		f	90.1		CURTIS	57.8	f		f
							2.3				
4	Spur	f		f	92.4		CORANCO	55.5	f		f
							1.6				
27		s 7.50		s 9 20	94.0	D	KNIGHTS LANDING ✓	53.9	s 7.45		s 5.55
							3.4				
2	Spur	f		f	97.4		BYPASS	50.5	f		f
							7.8				
65		f 8.14		f 9.45	105.2		CHANDLER ✓	42.7	f 7.21		f 5.31
							2.3				
29		f 8.19		f 9.52	107.5		MARCUSE	40.4	f 7.16		f 5.26
							2.0				
4	Spur	f		f	109.5		WILSON	38.4	f		f
							1.9				
19	W	s 8.28		s 10.02	111.4		TUDOR	36.5	s 7.09		s 5.19
							1.0				
8		f 8.31		f 10.05	112.4		ABBOTT	35.5	f 7.07		f 5.17
							3.4				
31		s 8.40		f 10.13	115.8		OSWALD	32.1	s 7.00		f 5.10
							1.9				
32		f 8.45		f 10.18	117.7		BOGUE	30.2	f 6.56		f 5.06
							2.7				
19	I	s 8.52		s 10.25	120.4	D	YUBA CITY N. E. Ry. Crossing.	27.5	s 6.50		s 5.00
							1.4				
Yard	W	s 8.57		s 10.30	121.8		W. P. Ry. Crossing. E ST., MARYSVILLE	26.1	s 6.45		s 4.55
							0.6				
Yard	WOP	s 9.05 9.50	1.25PM	s 10.35 10.45	122.4	DNR	**MARYSVILLE**	25.5	6.40 s 6.35	s 1.10PM	4.50 s 4.40
							1.0				
Yard	IFY	9.55	1.30	10.50	123.4		**BINNEY JUNCTION**	24.5	6.32	1.05	4.38
							3.1				
3	Spur	f	f	f	126.5		MELLO	21.4	f	f	f
							4.2				
19		f 10.06	f 1.45	f 11.03	130.7		RAMIREZ	17.2	f 6.19	f 12.49	f 4.23
							4.3				
15		s 10.15	s 1.55	s 11.11	135.0		HONCUT	12.9	s 6.13	s 12.39	s 4.13
							6.6				
14		10.25	f 2.10	f 11.23	141.6		HEARST	6.3	6.02	f 12.24	f 3.59
							0.9				
35		s 10.27	s 2.13	s 11.26	142.5		PALERMO	5.4	s 5.59	s 12.22	s 3.57
							2.5				
27		10.32	f 2.18	f 11.29	145.0		VILLA VERONA	2.9	5.55	f 12.17	f 3.52
							2.9				
Yard	WT	s 10.40PM	s 2.25PM	s 11.35AM	147.9	DR	**OROVILLE**	0.0	5.50AM	12.10PM	3.45PM
		Arrive Daily	Arrive Daily	Arrive Daily			(63.0)		Leave Daily	Leave Daily	Leave Daily
		(2.15) 29.12	(1.00) 25.50	(2.30) 25.20			................Time over District................ ....Average speed per hour................		(2.10) 29.07	(1.00) 25.50	(2.20) 29.07

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Howard Spur leading from Peart to Howard 1.9 miles. Time at Knights Landing applies at siding, as per Rule 5.

Marysville Yard—See trains on pages 6 and 7.

Eastward. From San Francisco. — Toward San Francisco. **Westward.**

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		SECOND CLASS	Distance from San Francisco		Time Table No. 96 January 20, 1915	Distance from Fruto	THIRD CLASS
		552					551
		Fruto MOTOR					Fruto MOTOR
		Leave Daily Ex. Sunday			STATIONS		Ar. Daily Ex. Sunday
64	WFY	4.00PM	149.9	DNR	**WILLOWS**	17.0	s 6.50AM
					2.4		
7	Spur		152.3		LOSA	14.6	
					3.5		
20		f	155.8		KURAND	11.1	f
					3.8		
10		f	159.6		MILLSHOLM	7.3	f
					4.0		
9		f	163.6		ATHENA	3.3	f
					3.3		
19	T	s 4.45PM	166.9	R	**FRUTO**	0.0	5.50AM
		Arrive Daily Ex. Sunday			(17.0)		Lv. Daily Ex. Sunday
		(0.45) 22.73			..................Time over District.................. ....Average speed per hour..................		(1.00) 17.00

Eastward. From San Francisco. — Toward San Francisco. **Westward.**

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		SECOND CLASS	Distance from San Francisco		Time Table No. 96 January 20, 1915	Distance from Hamilton	SECOND CLASS
		544					543
		Davis Hamilton MOTOR					Hamilton Davis MOTOR
		Leave Daily			STATIONS		Arrive Daily
42	PY	11.05PM	167.0		**WYO**	10.4	s 3.00PM
					10.4		
30	W	s 11.30PM	177.4	DR	**HAMILTON**	0.0	2.30PM
		Arrive Daily			(10.4)		Leave Daily
		(0.25) 24.96			..................Time over District.................. ....Average speed per hour..................		(0.30) 20.80

ADDITIONAL STOPS ON SIGNAL
- Nos. 541, 542, 536, 539, Vernon, Lee, Barley Sack, Saccarus and Cox's Lane.
- Nos. 536, 537, 538 and 539, Feather, Cox's Lane, Baggett's Crossing.
- Nos. 544 and 543, Cory.

Eastward. **FROM SAN FRANCISCO.** **TOWARD SAN FRANCISCO.** Westward.

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS 264 Way Freight	SECOND CLASS 530 Fair Oaks and Folsom **MOTOR**	SECOND CLASS 520 Fair Oaks and Placerville **MOTOR**	FIRST CLASS 62 Placerville Passenger	Distance from San Francisco	Time Table No. 96 January 20, 1915 **STATIONS**	Distance from Placerville	FIRST CLASS 61 Placerville Passenger	SECOND CLASS 521 Fair Oaks and Folsom **MOTOR**	SECOND CLASS 531 Placerville and Fair Oaks **MOTOR**	THIRD CLASS 265 Way Freight
	Lv. Monday Wednesday and Friday.	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tuesday Thursday and Saturday
WFTYOP	6.00AM	5.20PM	8.10AM	2.00PM	88.8	DNR **SACRAMENTO** 0.5	59.9	s 10.35AM	s 7.55AM	s 5.05PM	2.10PM
					89.3	Sacramento-Woodland Ry. Crossing 0.3	59.4				
			8.15		89.6	JCT. SWITCH, R STREET 0.1	59.1				
					89.7	Northern Electric Crossing Western Pacific Crossing 0.5	59.0				
					90.2	Central California Traction Crossing 0.6	58.5				
I	Via Elvas	Via Elvas		Via Elvas	90.8	Western Pacific Crossing 1.2	57.9	Via Elvas	Via Elvas	Via Elvas	Via Elvas
I					92.0	Northern Electric Crossing 0.3	56.7				
Yard			f 8.22		92.3	HOMESTEAD 2.4	56.4				
Yard W	6.20	s 5.40	s 8.30	s 2.18	94.7	DNR **BRIGHTON** S. P. Crossing. 0.8	54.0	s 10.17	s 7.38	s 4.50	1.25
7 Spur		f	f	f	95.5	RAMONA 0.4	53.2	f			
29	6.23	f 5.42	f 8.33	s 2.21	95.9	PERKINS 1.6	52.8	s 10.13	f 7.34	f 4.44	1.15
9	6.28	f 5.45	f 8.37	f 2.24	97.5	MANLOVE 1.4	51.2	f 10.09	f 7.30	f 4.41	1.05
81	6.32	f 5.48	f 8.41	s 2.27	98.9	MAYHEW 1.8	49.8	s 10.05	f 7.27	f 4.37	12.50
8	6.37	f 5.52	f 8.45	f 2.30	100.7	ROUTIER 0.9	48.0	f 10.01	f 7.23	f 4.34	12.40
22	6.40	f 5.54	f 8.47	f 2.32	101.6	MILLS 1.8	47.1	f 9.59	f 7.21	f 4.32	12.35
35	**7.17**	f 5.58	f 8.51	f 2.35	103.4	CORDOVA 1.0	45.3	f 9.55	f **7.17**	f 4.27	12.20
35	7.35 8.45	s 6.00 6.15	s 8.55 9.10	s 2.38 2.53	104.4	R **CITRUS** 3.0	44.3	s 9.52	7.15 s 7.00	4.25 s 4.10	12.10PM 11.05AM
18	8.58	f 6.20	f 9.15	f 2.59	107.4	NIMBUS 0.9	41.3	f 9.46	f 6.53	f 4.01	10.50
31	9.02	f 6.22	f 9.17	f 3.01	108.3	ALDER CREEK 1.8	40.4	f 9.43	f 6.51	f 3.58	10.45
25	**9.10** **9.40**	f 6.26	f **9.20**	f 3.04	110.1	NATOMA 1.0	38.6	f **9.40**	f 6.48	f 3.53	10.37
25 WY	10.30	s 6.30PM	s **9.35**	s 3.12	111.1	DR **FOLSOM** 6.9	37.6	s **9.35**	6.45AM	s 3.50	10.30
9	11.00		f **9.55**	f **3.34**	118.0	WHITE ROCK 5.1	30.7	f 9.15		f **3.34**	**9.55**
9 Spur	11.25		f 10.07	f 3.48	123.1	COTHRIN 3.0	25.6	f 9.03		f 3.15	9.20
15	11.40		s 10.16	s 3.57	126.1	D LATROBE 1.5	22.6	s **8.56**		s 3.08	**8.56**
4 Spur			f	f	127.6	FLONELLIS 0.5	21.1	f		f	
9 Spur	11.50		f 10.21	f 4.02	128.1	BRELA 1.7	20.6	f 8.50		f 3.04	8.10
6 Spur	11.59AM		f 10.26	f 4.07	129.8	BRANDON 1.6	18.9	f 8.46		f 3.00	8.05
6	12.05PM		f 10.30	f 4.11	131.4	DUGAN 0.3	17.3	f 8.42		f 2.55	7.58
4 Spur			f	f	131.7	BULLARD 2.3	17.0	f		f	
2 Spur	12.15		f 10.36	f 4.18	134.0	BENNETT 2.9	14.7	f 8.36		f 2.50	7.48
27	12.35		s 10.44	s 4.27	136.9	SHINGLE SPRINGS 3.5	11.8	s 8.30		s 2.43	7.38
6 Spur	12.50		f 10.52	f 4.36	140.4	CUMMINGS 2.3	8.3	f 8.22		f 2.35	7.25
30	1.00		s 10.59	s 4.43	142.7	EL DORADO 2.3	6.0	s 8.16		s 2.29	7.15
23	1.15		s 11.05	s 4.50	145.0	D **DIAMOND SPRINGS** 3.7	3.7	s 8.10		s 2.24	7.05
Yard WT	1.30PM		s 11.15AM	s 5.00PM	148.7	DR **PLACERVILLE**	0.0	8.00AM		2.15PM	6.45AM
	Ar. Monday Wednesday and Friday	Arrive Daily	Arrive Daily	Arrive Daily		(59.9)		Leave Daily	Leave Daily	Leave Daily	Lv. Tuesday Thursday and Saturday
	(5.50)	(0.55)	(2.50)	(2.45)		Time over District		(2.35)	(0.55)	(2.35)	(6.20)
	10.32	25.42	20.92	21.20		Average speed per hour		22.17	25.42	22.17	9.48

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.

For Fair Oaks Branch trains, see page 11.
For Walnut Grove Branch Trains, Sacramento and Junction Switch R Street, see page 12.

Water—One mile east of Dugan.

ADDITIONAL STOPS ON SIGNAL.

- All trains Soudan, Malby, Stone House, Webber Creek Bridge, Bradshaw, Salsbury, Road crossing one-half mile East of Citrus, Road crossing one-half mile east of Manlove and Plummer.
- No. 520 Tenth, Twenty-first and Twenty-eighth Streets, Sacramento and East Lawn.
- Nos. 521 and 530 18th and B Street, Sacramento.

Eastward. FROM SAN FRANCISCO — TOWARD SAN FRANCISCO. Westward.

FIRST CLASS								SECOND CLASS					FOURTH CLASS	
514	512	64 Fair Oaks assenger	504 Fair Oaks MOTOR	502 Fair Oaks MOTOR	Distance from San Francisco	Time Table No. 96 January 20, 1915	Distance from Fair Oaks	501 Fair Oaks MOTOR	503 Fair Oaks MOTOR	65 Fair Oaks Passenger	511 Fair Oaks MOTOR	513 Fair Oaks MOTOR	271 Way Freight	273 Way Freight
		Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Monday, Wednesday and Friday	Ar. Tuesday, Thursday and Saturday
		2.38PM	8.55AM	7.00AM	104.4	R **CITRUS**	1.9	s 7.15AM	s 9.10AM	s 2.53PM	s 4.25PM	s 6.15PM	8.30AM	12.05PM
						1.0								
			f	f	105.4	HOLLY	0.9	f	f	f	f	f		
						0.9								
		s 2.43PM	s 9.00AM	s 7.05AM	106.3	DR **FAIR OAKS**	0.0	7.10AM	9.05AM	2.48PM	4.20PM	6.10PM	8.20AM	11.55AM
		Arrive Daily	Arrive Daily	Arrive Daily		(1.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Monday. Wednesday and Friday	Lv. Tuesday Thursday and Saturday
		(0.05) 22.80	(0.05) 22.80	(0.05) 22.80		.........Time over District......... ....Average speed per hour.......		(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.10) 11.40

D SAN FRANCISCO Westward.

							SECOND CLASS		
						Distance from Oroville	541 Oroville MOTOR	537 Oroville MOTOR	539 Sacramento Davis Oroville MOTOR
							Arrive Daily	Arrive Daily	Arrive Daily
						63.0	s 8.05AM		s 6.15PM
						60.7	7.57		6.10
						60.2	f 7.55		f 6.08
						58.5	f		f
						57.8	f		f
						55.5	f		f
						53.9	s 7.45		s 5.55
						50.5	f		f
						42.7	f 7.21		f 5.31
						40.4	f 7.16		f 5.26
						38.4	f		f
						36.5	s 7.09		s 5.19
						35.5	f 7.07		f 5.17
						32.1	s 7.00		f 5.10
						30.2	f 6.56		f 5.06
						27.5	s 6.50		s 5.00
						26.1	s 6.45		s 4.55
						25.5	6.40 s 6.35	s 1.10PM	4.50 s 4.40
						24.5	6.32	1.05	4.38
						21.4	f	f	f
						17.2	f 6.19	f 12.49	f 4.23
						12.9	s 6.13	s 12.39	s 4.13
						6.3	6.02	f 12.24	f 3.59
						5.4	s 5.59	s 12.22	s 3.57
27	10.32	f 2.18			2.9	2.9	5.55	f 12.17	f 3.52
Yard WT	s 10.40PM	s 2.25PM	s 11.35AM	147.9	DR **OROVILLE**	0.0	5.50AM	12.10PM	3.45PM
	Arrive Daily	Arrive Daily	Arrive Daily		(63.0)		Leave Daily	Leave Daily	Leave Daily
	(2.15) 29.12	(1.00) 25.50	(2.30) 25.20		....................Time over District.................... ....Average speed per hour..................		(2.10) 29.07	(1.00) 25.50	(2.20) 29.07

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Howard Spur leading from Peart to Howard 1.9 miles. Time at Knights Landing applies at siding, as per Rule 5.

Marysville Yard—See trains on pages 6 and 7.

Eastward. From San Francisco. — Toward San Francisco. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		SECOND CLASS 552 Fruto MOTOR	Distance from San Francisco		Time Table No. 96 January 20, 1915	Distance from Fruto	THIRD CLASS 551 Fruto MOTOR
		Leave Daily Ex. Sunday			STATIONS		Ar. Daily Ex. Sunday
64	WFY	4.00PM	149.9	DNR	**WILLOWS**	17.0	s 6.50AM
					2.4		
7	Spur		152.3		LOSA	14.6	
					3.5		
20		f	155.8		KURAND	11.1	f
					3.8		
10		f	159.6		MILLSHOLM	7.3	f
					4.0		
9		f	163.6		ATHENA	3.3	f
					3.3		
19	T	s 4.45PM	166.9	R	**FRUTO**	0.0	5.50AM
		Arrive Daily Ex. Sunday			(17.0)		Lv. Daily Ex. Sunday
		(0.45) 22.73			..................Time over District.................. ....Average speed per hour..............		(1.00) 17.00

Eastward. From San Francisco. — Toward San Francisco. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		SECOND CLASS 544 Davis Hamilton MOTOR	Distance from San Francisco		Time Table No. 96 January 20, 1915	Distance from Hamilton	SECOND CLASS 543 Hamilton Davis MOTOR
		Leave Daily			STATIONS		Arrive Daily
42	PY	11.05PM	167.0		**WYO**	10.4	s 3.00PM
					10.4		
30	W	s 11.30PM	177.4	DR	**HAMILTON**	0.0	2.30PM
		Arrive Daily			(10.4)		Leave Daily
		(0.25) 24.96			..................Time over District.................. ....Average speed per hour..............		(0.30) 20.80

ADDITIONAL STOPS ON SIGNAL
- Nos. 541, 542, 536, 539, Vernon, Lee, Barley Sack, Saccarus and Cox's Lane.
- Nos. 536, 537, 538 and 539, Feather, Cox's Lane, Baggett's Crossing.
- Nos. 544 and 543, Cory.

Eastward. FROM SAN FRANCISCO—WALNUT GROVE BRANCH—TOWARD SAN FRANCISCO Westward.

Time Table No. 96

January 20, 1915

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	FIRST CLASS 534 Walnut Grove MOTOR Leave Daily	FIRST CLASS 532 Walnut Grove MOTOR Leave Daily	Distance from San Francisco		STATIONS	Distance from Walnut Grove	SECOND CLASS 533 Walnut Grove MOTOR Arrive Daily	SECOND CLASS 535 Walnut Grove MOTOR Arrive Daily
Terminal Yard W.F.T.Y.O.P.	4.15PM	7.30AM	88.8	DNR	**SACRAMENTO** 0.5	24.6	s 10.00AM	s 6.45PM
Yard			89.3		Sacramento, Woodland Railway Crossing 0.3	24.1		
Yard	4.20	7.35	89.6		JCT. SWITCH R STREET 2.2	23.8	9.53	6.38
Yard	f 4.25	f 7.40	91.8		BATHS 2.4	21.6	f 9.48	f 6.33
60	f 4.30	f 7.45	94.2		DEL RIO 3.3	19.2	f 9.43	f 6.28
60	s 4.37	s 7.52	97.5		FREEPORT 7.8	15.9	s 9.33	s 6.18
66	s 4.50	s 8.15	105.3		HOOD 4.0	9.5	s 9.13	s 5.58
55	f 5.02	f 8.27	107.9		GLANN 3.3	5.5	f 9.01	f 5.46
No Siding	f 5.08	f 8.33	111.2		MOFUBA 2.2	2.2	f 8.55	f 5.40
61 WY	s 5.25PM	s 8.40AM	113.4	DR	**WALNUT GROVE** (24.6)	0.0	8.50AM	5.35PM
	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily
	(1.10)	(1.10)			Time over District		(1.10)	(1.10)
	21.09	21.09			Average speed per hour		21.09	21.09

For Placerville Branch trains via R Street, see page 10.

Time at Walnut Grove applies at Station.

Telephone at Junction Switch R Street—Walnut Grove trains using main track from R Street to Sacramento passenger station will ask for instructions from Dispatcher regarding overdue passenger trains.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. {All schedule trains at road crossing near Pocket Bridge, 2.2 miles east of Del Rio, Rosebud, Acacia, Nicolaus and road crossing ¾ mile east of Nicolaus.

SACRAMENTO YARD—INBOUND, VIA ELVAS.

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento Westward.

	Time Table No. 96 January 20, 1915		Distance from Brighton	23	19	1	256	210	254	521	47	15	33	288	61	9	122
				Tonopah Express	Pacific Limited	Overland Limited	Sunset Manifest	The Newsboy	Ogden Manifest	Fair Oaks and Folsom **MOTOR**	El Dorado	California Express	Colfax Passenger	Stockton Freight	Placerville Passenger	Fast Mail	Sacram'nto Passenger
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Automatic Block	DNR **SAC.** PASS. STA.	Double Track	6.0	4.10AM	5.50AM	6.40AM		7.15AM		7.55AM	8.05AM	9.05AM	9.45AM		10.35AM	11.00AM	11.20AM
	1.0																
	12TH STREET		5.0														
	2.0																
	ELVAS		3.0	4.00AM	5.40AM	6.30AM	6.40AM	7.05	7.40AM	7.45	7.55AM	8.55AM	9.35AM	10.05AM	10.25	10.50AM	11.10
	3.0																
	DNR **BRIGHTON**		0.0				6.30AM	6.59AM	7.20AM	7.38AM				9.45AM	10.17AM		11.02AM
	(6.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time Table No. 96 January 20, 1915	Distance from Brighton	82	265	286	27	32	5	531	124	209	547	221	192
		Sacram'nto Passenger	Way Freight	Way Freight	San Francisco Passenger	Stockton & Sac'to Express	San Francisco Limited	Placerville **MOTOR**	Sacramento Passenger	Mountain Express	Chico **MOTOR**	Portland Fast Freight	Sac'to Stockton Passenger
STATIONS		Arrive Daily	Ar. Tuesday, Thursday, Saturday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DNR **SAC.** PASS. STA.	6.0	12.45PM			3.00PM	3.10PM	5.00PM	5.05PM	6.20PM	6.25PM	6.40PM		9.40PM
1.0													
12TH STREET	5.0		2.10PM	2.45PM								7.00PM	
2.0													
ELVAS	3.0	12.35	1.30	2.35	2.50PM	3.00	4.50PM	4.55	6.10	6.15PM	6.30PM	6.45PM	9.30
3.0													
DNR **BRIGHTON**	0.0	12.28PM	1.25PM	2.25PM		2.53PM		4.50PM	6.02PM				9.23PM
(6.0)		Leave Daily	Lv. Tuesday, Thursday, Saturday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

SACRAMENTO YARD—OUTBOUND, VIA ELVAS.

Trains moving from Sacramento to Elvas are Eastward and Elvas to Brighton Westward.

	Time Table No. 96 January 20, 1915		Distance from San Francisco	16	264	222	191	285	210	548	31	28	24	20	62
				Oregon Express	Way Freight	Portland Fast Freight	Sacram'nto Stockton Passenger	Way Freight	The Newsboy	Chico **MOTOR**	Stockton & Sacram'nto Express	Dunsmuir Passenger	Tonopah Express	Pacific Limited	Placerville Passenger
	STATIONS			Leave Daily	Lv. Mond'y Wednesday Friday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Automatic Block	DNR **SAC.** PASS. STA.	Double Track	88.8	12.25AM			7.00AM		7.25AM	8.30AM	10.15AM	11.30AM	12.50PM	1.45PM	2.00PM
	1.0														
	12TH STREET		89.8		6.00AM	6.40AM		7.10AM							
	2.0														
	ELVAS		91.8	12.35AM	6.10	6.55AM	7.10	7.20	7.35AM	8.40AM	10.25	11.40AM	1.00PM	1.55PM	2.10
	3.0														
	DNR **BRIGHTON**		94.8		6.20AM		7.18AM	7.35AM			10.33AM				2.18PM
	(6.0)			Arrive Daily	Ar. Mond'y Wednesday Friday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

Time Table No. 96 January 20, 1915	Distance from San Francisco	37	253	32	34	121	530	10	257	2	223	48	6
		Sacram'nto Passenger	Ogden Manifest	Red Bluff Passenger	Colfax Passenger	Sacram'nto Passenger	Fair Oaks and Folsom **MOTOR**	San Francisco Limited	Sunset Manifest	Overland Limited	Tracy Freight	El Dorado	Atlantic Express
STATIONS		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
DNR **SAC.** PASS. STA.	88.8	2.10PM		4.05PM	4.35PM	5.05PM	5.20PM	5.30PM		7.15PM		8.20PM	10.55PM
1.0													
12TH STREET	89.8										7.40PM		
2.0													
ELVAS	91.8	2.20	3.25PM	4.15PM	4.45PM	5.15	5.30	5.40PM	6.00PM	7.25PM	7.50	8.30PM	11.05PM
3.0													
DNR **BRIGHTON**	94.8	2.25PM	3.35PM			5.22PM	5.40PM		6.15PM		7.55PM		
(6.0)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

For trains running via R Street, see pages 10 and 12.

SPECIAL RULES.

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD AND FOURTH CLASS TRAINS AND FOURTH CLASS TRAINS AHEAD OF THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Sacramento, Dispatcher's Office, Twelfth Street, and Roundhouse.
Roseville, Yard Office and Roundhouse.
Colfax.
Blue Canon.
Truckee.
Sparks.
Red Bluff.
Tehama.
Hamilton.
Willows.
Placerville.
Oroville.
Marysville.
Chico.

BULLETIN BOARDS.

Sacramento, Yard Office, Twelfth Street.
Roseville, Yard Office.
Colfax.
Blue Canon.
Truckee.
Sparks.
Red Bluff.
Chico.
Marysville.
Hamilton.
Tehama.
And all Roundhouses.

CLEARANCES.

Rule 83-A will not apply at initial stations which are not telegraph stations, nor at telegraph stations except when operator is on duty.

All trains will obtain Clearance Card (Form 2643) at Tehama, Chico, Marysville, Colfax, Blue Canon, Truckee and Folsom when operator is on duty.

REGISTERING.

A train may register by ticket at a registering station which is not a regular stop if there is an operator on duty, but Rules 83 and D-83 must be complied with, unless prior register check shows that all superior trains due have arrived or left.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

Trains originating and terminating 12th Street Depot at Sacramento, also eastward freight trains from Western division, will register at 12th Street, Sacramento.

Freight trains register Roseville yard office.

First and second class trains register by ticket at Roseville yard office.

TRAIN AND AIR INSPECTION.

Air brakes on all trains and air whistle signal on passenger trains must be tested from rear end of train by trainmen at Truckee, Summit, Blue Canon, Colfax, Folsom and Placerville.

In handling retainers on passenger trains on descending grades, all available retainers must be turned up. When a stop is made, trainmen will turn down retainers, one working from head end and one from rear, until they meet, immediately turning up retainers on return movement.

When retainers have been turned up, rear brakeman will give one long blast of the air signal whistle to notify the engineers that retainers are up, but train is not to be moved until signal is given by conductor.

No freight train must make a continuous run of over thirty (30) miles without making a stop of not less than 5 minutes to make a careful examination of all cars.

Freight trains descending the grade will make a stop of ten minutes at the following stations, where trainmen will make a careful inspection of all cars and permit wheels to cool:

Floriston.
Andover.
Summit.
Spruce.
Crystal Lake.
Blue Canon.
Gold Run.
Colfax.
Flint.
Latrobe.

All freight trains descending grade between Summit and Truckee, will stop at Lake View and pull out slowly to permit inspection of wheels and running gear.

Retainers on cars set out in territory where they are used, must be turned down by incoming crew. This does not relieve outgoing crews from ascertaining that retainers are in proper position.

Crews of freight trains between Roseville and Sparks and between Folsom and Placerville must, whenever the train line has been broken from any cause, assure themselves that the air brakes are working through the entire train before starting by making tests as provided in Rule 14, and on other parts of division, must know air is through train before starting.

Use of retainers will be as follows: Westward freight trains, all retainers Summit to Wirt, and New England Mills to Loomis. Eastward freight trains, all retainers Summit to Truckee, unless it is found that all retainers are retarding the speed of train too much, in which case Rule 47, Air Brake Instructions, will govern.

In addition to Rule No. 14, Rules and Regulations, covering Air Brakes and Air Signals, following will apply:

On freight trains at Summit after rear portion of train has been coupled and angle cocks opened, a heavy service reduction of brake pipe pressure of not less than fifteen pounds will be made by opening angle cock on rear car. While this is being done engineer on leading engine will, with brake valve on lap, watch pressure gauge to ascertain if air has been applied accordingly, after which he will release brakes in usual manner.

Retainers will not be turned up until after air has been released on train.

In making air brake test on freight trains at Truckee, Blue Canon and Colfax prior to leaving, engineer will sound one blast of whistle, notifying trainmen he is prepared to make air brake test, when he will place brake valve on lap and wait for fall of pressure on gauge, and if satisfactory will then release brakes.

The sound of one blast of whistle is notice for trainmen to apply brakes from rear of train, making a heavy service reduction of not less than fifteen pounds.

The entire crew must observe and know that these air brake tests have been properly made.

Conductors will report to Superintendent by wire any failure to properly control train by air brake, and will hand to car inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off; also result of three-minute test of all retainers. The list then to be forwarded to Superintendent by mail.

In order that there may be an authorized whistle signal for the purpose of notifying trainmen on long freight trains when rear end air brake test is desired, the following rules will govern:

“It is to be understood that whistle signal covered by Rule 14 (m) applies when train is running.”

The following additional whistle signal is hereby authorized:

Sound	Indication
One long blast (———).	When train is standing: Apply air brakes from rear car, for test.

To be used when hand signals cannot be readily transmitted.

Whenever a train handles badly on a descending grade, the conductor will wire the car repairers at the terminal, stating the trouble as near as he can, in order to give carmen a chance to investigate on arrival of the train.

USE OF “19” FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limts, the note under Rule 211 is modified as follows:

Form “19” train order may be issued to restrict the superiority of a train, except that Form “31” must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
(3) When issuing an order Form “G”, Example 3.
(4) When giving a train right over all trains.
(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space where time is shown. Operator will retain carbon copy of clearance. This paragraph applies to territory outside of block signal limits also.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a “19” order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS.

The Block System must not be depended upon, but, whenever necessary, trains must be protected as per Rule 99.

On SINGLE TRACK, within Automatic Block System limits, last portion of Rule 86 will not apply.

On single track trains stopped by automatic block signals will be governed by Rule 504. Wait five (5) minutes before proceeding in manner instructed by Rule 504.

On DOUBLE TRACK trains must come to a stop, and then may proceed under control, not exceeding six (6) miles per hour, to next signal, flagman being invariably sent ahead in stormy or foggy weather.

When using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over.

This regulation does not apply within limits of established yards.

On track No. 1 between Newcastle and Loomis, automatic block signal rules governing trains on single track will apply.

When trains are stopped by automatic block signals No. 1158 west of Lincoln, No. 1173 east of Lincoln, No. 1280 west of Wheatland or No. 1291 east of Wheatland, stop, then proceed under control not exceeding six miles per hour to signal governing opposite direction.

Distant signals only are operated at Andora, Whitney, Ewing, Sheridan, Ostrom, Marysville and Yuba City; these signals assume the caution position when switch is open or train occupies main track between signal and switch, or when train on siding is not into clear.

When signal 901, in Sacramento yard, indicates “stop,” trains will not proceed until signal has changed to “proceed” or until hand signals are given by switchtender. In foggy or stormy weather, flagman must be sent in advance of train when signal indicates “stop.”

Three-arm automatic block signal on eastward track at junction switch, Rocklin, governs the movement of eastward trains. The upper home and distant signal govern the use of eastward track No. 2. The lower home signal will clear only when track No. 4 is clear and switch lined up for movement to Loomis on track No. 4.

Home disc signals on semaphore poles east and west end Gold Run, controlled by operator, will govern movement of eastward and westward trains as follows:

When showing red disc or red light, “Take siding.” When showing white disc or green light, “Hold main track.”

STAFF RULES.

Two disc signals, home (top) pertaining to the occupancy of the main track, and distant (lower) pertaining to the staff for the next block, are placed on one post at each end of siding at staff stations.

If the home signal shows red disc and red light indicating “stop,” and the distant signal shows yellow disc and yellow light indicating “caution,” train must stop and take siding. When doing so, train must be under control and staff retained, as per Rules 429, 453 and 465.

If distant signal indicates caution, and the home signal shows white disc and green light indicating proceed, train will proceed cautiously on the main track prepared to stop at staff crane located at staff office.

If both signals show white disc or green lights indicating “proceed,” train will proceed on main track expecting to receive staff which is authority to move into next block.

When receiving staff, as per Rule 452, the engineman must ascertain if it is the proper one for the block which he is entering by removing staff from the pouch and reading the station names stamped upon it.

At a distance of approximately fifteen hundred feet from extreme switches at each staff station a distant signal (disc) is located, which is used in connection with the home signal, and the extreme switches to regulate the approach thereto.

At staff stations between Blue Canon and Champion, inclusive, the initial switch at each end of siding is connected with the staff disc signals, approaching it, so as to give stop indication when switch is not properly lined up.

The Train Staff system is in operation between Truckee and Blue Canon. All stations with sidings within these limits are train staff stations. Should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he must stop, and if necessary send flagman ahead to note position of signals.

Helper engines of eastward trains cutting out at Tunnel 6, at Summit, must obtain a helper staff at Summit office, which will permit them to return on main track from Tunnel 6 to east end of west siding at Summit, regardless of all trains except the one they are helping.

The regular train staff will govern train movement.

The helper staff is authority for westward movement of helper engines only from Tunnel 6 to Summit, and must be delivered to operator at Summit promptly after helper has arrived and cleared the main track.

If more than one helper cuts out at Tunnel 6, they will couple and return with the helper staff.

Extra and regular trains not in sections may run between any point within staff limit without running orders upon receipt of clearance card and all orders designated thereon.

Westward trains will approach staff crane at Soda Springs and Fulda under control, prepared to stop regardless of staff indications.

SPEED TABLE.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	......	21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6	......	23	2	36	33	1	49	43	1	23
12	5	......	24	2	30	34	1	45	44	1	21
15	4	......	25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3	......	30	2	......	40	1	30	50	1	12

SPECIAL RULES--Continued.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20-28 105	3025 to 3071	77	46380 "
T-69 21-28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773 to 1777, 1779	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26-40/30 394	4000 to 4016	53	43050 "
MC-57 26-40/30 398	4017 to 4028	53	43050 "
MC-57 26-40/30 401-S	4029 to 4043	53	43500 "
MC-57 26-40/30 395-S	4044 to 4048	53	43500 "
C-57 22/30 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655. 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with rules governing speed of trains.

SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 50 miles per hour.

All trains with Mallet engines will reduce speed to 8 miles per hour and trains with other class of engines to 15 miles per hour when using cross-overs, turnouts and on sidings, and be under control through interlocking plants and yard limits.

Between Loomis and Lawton.

Freight trains must not exceed 20 miles per hour on curves and 25 miles per hour elsewhere.

Other trains with Mallet Mogul engines, 4200 class, must not exceed 25 miles per hour on curves.

Other trains with Mallet consolidated 4000 class engines, 20 miles per hour on curves and 25 miles per hour elsewhere.

Other trains with other than 4000 and 4200 class engines, 28 miles per hour on curves of six degrees or over.

All Other Parts of the Division.

Trains must not exceed 30 miles per hour on ten degree curves.

Mallet Mogul engines 4200 to 4211, inclusive, consolidated engines, also Mikado engines, must not exceed speed limit of 40 miles per hour on any portion of division.

Engines 2900 to 2913, inclusive, 12 miles per hour Folsom and Placerville.

Eastward trains must not exceed a speed of 10 miles per hour between west switch and yard office at Sparks.

All trains reduce speed to 15 miles per hour over bridges, First and Fourth Crossing, Truckee River on eastward track.

Trains and light engines moving through Sacramento yard must not pass the switchtender's station at Fourth, Sixth, Fifteenth streets and east end Sacramento River Bridge without receiving a signal to proceed.

Trains must not exceed speed of 25 miles per hour over Feather River Bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather River.

Also reduce speed to 12 miles per hour over long trestle east of Knights Landing and around curve east of Knights Landing drawbridge.

Engines backing up will not exceed a speed of twenty miles per hour. This does not include Mallet engines.

Motor cars backing up must not at any time exceed the speed of 20 miles an hour, and not exceed 10 miles an hour when backing up through yard limits and over highway crossings.

Trains must not exceed 35 miles an hour from Mile Post 162 to Mile Post 175, between Biggs and Durham.

On portions of the division not covered by special rules, freight trains must not exceed a speed of 35 miles per hour.

	Passenger Trains with Passenger Engines	Freight	
Willows and Fruto	20	20	Miles per Hour
Folsom-Placerville	25	15	
Woodland and Marysville	30	20	
Truckee and Lawton	40	25	
Truckee and Loomis	35	20	
Walnut Grove and Hamilton Branches	35	25	
Orland (between outside switches)	20	12	
Corning (" " ")	15	12	

Speed of trains regulated by ordinance through city limits:

Wheatland	15	Miles per Hour
Gridley	6	
Lincoln	10	
Rocklin	15	
Sacramento	15	
Willows	10	

YARD LIMITS.

The following stations on Sacramento Division will be protected by Yard Limit Boards, and the movement of trains through these limits will be governed by Rule 93, except in Roseville Yard between automatic signals 1101 and 1102 and opening 107 D tracks 1 and 2 and in Sacramento yard between Elvas and 18th Street and between Elvas and Brighton where Rule 93 will not apply.

SACRAMENTO.—Extend from east end of east trestle approach American River Bridge, Elvas, to a point 4,000 feet west of Sacramento River Bridge, to a point 1,000 feet west of west switch at Brighton on Stockton Line via Elvas, to a point 1,000 feet east of east switch at Brighton on Placerville line via Homestead, to a point 18,673 feet east of Junction switch, R Street, on Walnut Grove Line.

FOLSOM.—Extend to a point 1,000 feet west of west switch at Natoma to switch connecting to track to State Prison at Folsom and 1,000 feet east of east wye switch on Placerville Line.

WOODLAND.—Extend to a point 1,000 feet west of Mill Spur to a point 1,000 feet north of switch at Junction to Oroville and Willows Line.

ORLAND.—Extend to a point 1,000 feet west of the switch at Alfalfa Spur, through Wyo and to a point 1,000 feet east of east switch at Wyo, and to a point 1,000 feet east of east switch on Hamilton Branch.

WILLOWS.—Extend to a point 1,054 feet west of the west switch corral track to a point 1,000 feet east of the east switch to a point 1,000 feet east of the east switch of wye on Fruto Branch.

CHICO.—Extend from a point 1,000 feet west of the west switch at Barber to a point 3,000 feet east of the east switch at Chico.

MARYSVILLE.—Extend to 1,000 feet west Rupert Spur to a point 1,000 feet east of Western Pacific crossing at Binney Junction, to a point 1,000 feet east of Winery Switch on Oroville Branch, to a point 1,000 feet west of west switch of Cannery Track at Yuba City. This includes E and A Street cut-off.

ROSEVILLE.—Extend to a point 3,000 feet west of west switch to a point 1,000 feet north of Andora switch on Red Bluff Line, to a point 1,000 feet east of east switch at Rocklin, on track 4 and to a point 1,000 feet east of cross-over on tracks 1 and 2.

COLFAX.—Extend to a point 2,000 feet west of west switch and to a point 2,000 feet east of east switch.

TRUCKEE.—Extend to a point 3,000 feet west of station and to a point 7,500 feet east of station.

RENO.—Extend from a point one and one-half miles west of Reno to Sparks Yard

RED BLUFF.—(Shasta Div.) Extends 1,000 feet west of west Switch at Rawson.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surgeon	San Francisco	
Dr. G. A. White, Consulting Surgeon	Sacramento	Special Service.
Dr. A. M. Henderson, Division Surgeon	Sacramento	Sacramento Division.
Dr. G. L. Stevenson, District Surgeon	Sacramento	Between Sacramento, Roseville and Fair Oaks Junction.
Dr. W. E. Briggs, Oculist and Aurist	Sacramento	
Dr. B. Woodbridge, District Surgeon	Roseville	Between Antelope, Whitney and Rocklin.
Dr. J. S. Wheeler, Asst. District Surgeon	Roseville	Between Antelope and Rocklin.
Dr. H. D. Fletcher, District Surgeon	Rocklin	Between Roseville and Loomis.
Dr. O. L. Barton, District Surgeon	Loomis	Between Rocklin and Penryn.
Dr. F. L. Horne, District Surgeon	Newcastle	Between Penryn and Auburn.
Dr. B. F. Howard, Emergency Surgeon	Alta	
Dr. G. H. Fay, District Surgeon	Auburn	Between Newcastle and N. E. Mills.
Dr. Henry T. Rooney, District Surgeon	Colfax	Between N. E. Mills and Gold Run.
Dr. L. B. Barnes, District Surgeon	Dutch Flat	Between Gold Run and Cisco.
Dr. J. H. Bernard, District Surgeon	Truckee	Between Cisco and Boca.
Dr. Wm. F. Jordan, District Surgeon	Floriston	Between Boca and Calvada.
Dr. W. S. Wilcox, District Surgeon	Verdi	Between Floriston and Reno.
Dr. W. H. Hood, District Surgeon	Reno	Between Floriston and Sparks.
Dr. S. K. Morrison, Asst. District Surgeon	Reno	
Dr. H. A. Brown, Oculist	Reno	
Dr. O. C. Hyde, District Surgeon	Lincoln	Between Whitney and Sheridan.
Dr. A. D. Ellsworth, District Surgeon	Wheatland	Between Sheridan and Ostrom.
Dr. David Powell, District Surgeon	Marysville	Between Ostrom, Live Oak, Honcut and Chandler.
Dr. I. V. Higgins, Emergency Surgeon	Live Oak	
Dr. L. L. Thompson, District Surgeon	Gridley	Between Live Oak and Nelson.
Dr. O. C. Hawkins, Emergency Surgeon	Biggs	
Dr. M. M. Cook, Emergency Surgeon	Durham	
Dr. O. Stansbury, District Surgeon	Chico	Between Nelson and Vina.
Dr. J. Thompson, District Surgeon	Los Molinos	Between Proberta, Vina and Richfield.
Dr. Walker Gavey, District Surgeon	Red Bluff	Between Proberta and Red Bluff.
Dr. W. E. Bates, District Surgeon	Davis	Between Davis and Merritt.
Dr. H. D. Lawhead, District Surgeon	Woodland	Between Merritt, Chandler and Dunnigan.
Dr. E. K. Ward, Emergency Surgeon	Arbuckle	
Dr. A. W. Kimball, Emergency Surgeon	Williams	
Dr. C. O. Poage, Emergency Surgeon	Colusa	
Dr. G. W. Desrosier, Emergency Surgeon	Maxwell	
Dr. C. W. Lund, District Surgeon	Willows	Between Colusa Junction, Germantown and Fruto.
Dr. S. Iglick, District Surgeon	Orland	Between Gremantown and Kirkwood.
Dr. M. P. Stansburg, Emergency Surgeon	Hamilton	
Dr. W. F. Maggard, District Surgeon	Corning	Between Kirkwood and Richfield.
Dr. T. W. Horton, Emergency Surgeon	Honcut	
Dr. T. B. Reardan, District Surgeon	Oroville	Between Honcut and Oroville.
Dr. T. E. Farmer, District Surgeon	Folsom	Between Fair Oaks and Latrobe.
Dr. W. A. Reckers, District Surgeon	Placerville	Between Latrobe and Placerville.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon. Emergency Hospitals located at Truckee, Sparks and Sacramento.

SPECIAL RULES—Continued.

LOCATION OF OVERHEAD STRUCTURES.

Mile Post	East of	Description	Mile Post	East of	Description
132.6	Clipper Gap..........	Tunnel 0	133.3	Clipper Gap.........	Tunnel 26
165.5	Forebay	Tunnel 1	133.8	Clipper Gap.........	Tunnel 27
172.5	Emigrant Gap.......	Tunnel 2	134.8	Applegate..........	Tunnel 28
180.7	Cisco................	Tunnel 3	136.	Applegate..........	Tunnel 29
181.	Cisco................	Tunnel 4	138.7	New England Mills...	Tunnel 30
193.7	Summit..............	Tunnel 6	139.2	New England Mills...	Tunnel 31
194.1	Summit..............	Tunnel 7	139.5	New England Mills...	Tunnel 32
194.3	Summit..............	Tunnel 8	145.3	Wirt	Tunnel 33
194.9	Summit..............	Tunnel 9	145.7	Wirt	Tunnel 34
195.1	Summit..............	Tunnel 10			
195.4	Summit..............	Tunnel 11			
195.7	Summit..............	Tunnel 12	139.2	Shingle Springs......	Shingle Springs Tunnel, Placerville Branch.
200.1	Eder................	Tunnel 13			
114.2	Rocklin.............	Tunnel 15			
114.7	Rocklin.............	Tunnel 16			
117.3	Lincoln Ave., Penryn.	Tunnel 17			
120.5	Lincoln Ave., Penryn.	Tunnel 18			
122.7	Newcastle...........	Tunnel 19		SNOW SHEDS	
123.2	Newcastle...........	Tunnel 20			
124.7	Auburn..............	Tunnel 21	166.8 to 206.2	Blue Canon.......... Champion...........	Snow Sheds.
131.2	Auburn..............	Tunnel 22			
132.7	Clipper Gap..........	Tunnel 23			
132.9	Clipper Gap..........	Tunnel 24			
131.1	Clipper Gap.........	Tunnel 25			

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage..........................	78,000	88,000	....
Baggage (Dynamo)................	....	106,000	....
Baggage and Mail................	76,000	121,900–69ft. 90,600–60ft.	93,000
Baggage and Passenger...........	54,000	....	....
Buffet...........................	114,000	....	121,000
Buffet (Dynamo).................	....	146,000	....
Business.........................	107,000	178,000	135,000
Chair............................	87,000	98,000	....
Coaches..........................	80,000	92,000	....
Dining...........................	126,000	146,000	131,000
Horse Express....................	81,000	....	....
Observation......................	122,000	....	....
Postal...........................	....	110,000–60ft. 77,000–40ft.	....
Pullman Observation.............	124,500	150,000	127,000
Pullman Parlor..................	116,000	....	....
Pullman Std. Sleepers...........	125,000	150,000	140,000
Pullman Tourist Sleepers........	94,000	....	110,000
Tea and Silk.....................	48,000	....	....

INTERLOCKING PLANTS.

In setting out or picking up cars or doing any necessary switching in limits of interlocking plants, cars must not be cut from forward portion of train until they have been brought to a stop.

SACRAMENTO RIVER BRIDGE. **The home signal at the west end of bridge governing movement of eastward trains will stand normal position at stop and will be cleared on approach of eastward trains when circuit is clear. The home signal on the east end of bridge will stand normal position proceed. This interlocking plant is for protection of drawbridge and not for railroad crossing which is located at the east end of bridge.**

BRIGHTON. Railroad crossing Brighton is protected with hand derails, electrically locked with Stockton to Elvas main track. Derails on Branch Line located 100 feet each side of main track crossing will be handled by operators. These derails are protected by automatic signals.

Switch located 150 feet east of railroad crossing at Brighton on Placerville Branch will be lined for movement via Elvas.

The lower arm on the two-arm automatic and interlocking signal governs the movement for R Street, and will clear when derails are thrown for R Street movement.

The upper arm governs the movement via Elvas.

The Placerville Branch crossing is protected on main track by signals 1328 and 1333, the upper arms being interlocking signals. Interlocking rules apply.

Trains using R Street Folsom line, wishing to use this crossing, will sound one long and one short blast of whistle.

ELVAS. The home signals at the approaches do not in all cases govern through entire interlocking limits, as each home signal in the proceed position only entitles train to move to the next home signal, which may be reached before passing out of interlocking limits. Dwarf signals or short blades on three-arm signals are provided for each route not governed by a home signal and govern only to the next home or dwarf signal in advance.

Trains from Sacramento to Brighton will be governed by lower and trains from Sacramento to Roseville by upper signal. From Roseville to Sacramento by upper, and from Roseville to Brighton by lower signal. From Brighton to Sacramento by upper, and from Brighton to Roseville by lower signal.

Last paragraph Rule 630 is amended permitting towerman at Elvas to give signals from tower instead of ground.

All signals, switches and derails operated from tower. Whistle signal governing different routes as follows:

To Roseville, one long and one short, ——— o.
To Sacramento, two long and one short, ——— ——— o.
To Brighton, two long and three short, ——— ——— o o o.
To siding, three short and two long, o o o ——— ———.
To third track, one long, one short, one long, ——— o ———.
To spur, one short, one long, o ———.

NINETEENTH STREET, SACRAMENTO. At crossing of R Street track with Western Pacific, all derails on approaches to the crossing and switches leading to transfer track and to industry track are operated from the tower. The top arm of the signals located one hundred (100) feet from the main track derails govern the use of main track.

The lower arm of the high signals governs the use of the transfer and industry tracks.

Trains wishing to use industry or transfer tracks will sound one long, one short and one long (——— o ———) blasts of the whistle.

HOMESTEAD. At crossing of ''R'' Street line with Northern Electric Railroad. Derails and approaches to the crossing and switches leading to stock corral spur and east end of Pacific Gas & Electric Company siding, are operated from the tower.

Upper arm of the high signals located one hundred (100) feet from main track derails governs the main track.

Lower arms of high signals govern entrance to industry tracks.

Trains wishing to use either industry track will sound one long, one short and one long (——— o ———) blasts of whistle.

NINTH STREET TOWER, MARYSVILLE. Crossing Western Pacific and Woodland-Oroville Branch. Eastward and westward trains will be governed by respective signals, located 450 feet from crossing.

BINNEY JUNCTION TOWER. Junction with Oroville Branch and crossing Western Pacific Ry. Whistle signals governing routes:

To Roseville or Red Bluff, one long, one short, ——— o
To and from Oroville Branch, two long, one short, ——— ——— o.
West leg of wye, either direction, two long, three short, ——— ——— o o o.
East leg of wye, either direction, one long, one short, one long, ——— o ———.
To Oil Spur, one short, two long, o ——— ———.
From siding to Oroville Branch, three long, one short, ——— ——— ——— o.
From siding to or from Red Bluff, one short, one long, o ———.
From siding to west leg of wye, three short, two long, o o o ——— ———.

LIVE OAK TOWER. Crossing with Northern Electric Company, located one-half mile east of Live Oak. Eastward and westward trains will be governed by respective signals, located 450 feet from crossing. Eastward trains, when standing on main track to meet opposing trains at Live Oak, will stop west of east house track switch to avoid holding tower signal against opposing trains.

MISCELLANEOUS.

Rule No. 1—Tracks between Sacramento and Blue Canon have been numbered as follows.

Track No. 1, Westward main track via Auburn.

Track No. 2, Eastward main track via Nevada Street, Auburn.

Track No. 4, between Rocklin and Loomis; diverges from track No. 2 at Rocklin and runs on south side of track No. 1, one-half mile east of Rocklin, to Loomis, connecting with No. 1 track at Loomis.

Unless otherwise instructed eastward freight trains will move Newcastle to Colfax regardless of Nos. 210, 24 and 34.

2. On double track, extras may run with current of traffic between any stations without running orders, but must obtain clearance (Form 2643) when leaving initial station.

All trains between Elvas and Sacramento and between Elvas and Brighton and

Second class trains between Sacramento and Roseville will move with current of traffic irrespective of time table superiority.

3. Between Colfax and Blue Canon trains will move with current of traffic irrespective of superiority and without orders, but must obtain clearance at Blue Canon and Colfax in their respective direction.

Normal position main track switch at Truckee will be set for eastward trains.

4. Trains and yard engines after coming to a stop for crossing with Sacramento-Woodland Railroad at Front and M Streets, and at Northern Electric Railroad crossing at Front and R Street, Sacramento, will proceed only on signal from flagman.

Southern Pacific trains will approach Western Pacific crossing at Front and R Streets under control, expecting to find crossing occupied.

Southern Pacific yard engines will stop at this crossing and ascertain that it is clear before proceeding. Both Southern Pacific and Western Pacific trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R streets are clear before using.

5. Trains will stop within two hundred (200) feet of Northern Electric crossing at Chico and at Yuba City, at Sacramento-Woodland Railroad crossing at Woodland, at Colusa and Lake Railroad crossing at Colusa Junction, at Knights Landing and Tehama drawbridges before crossing.

6. The tonnage of any train between Summit and Loomis must not exceed 100 M's per operative brake and between Summit and Truckee 110 M's per operative brake. See Rule 58 of Rules and Regulations governing air brakes.

7. Eastward trains via Elvas from Stockton Division after receiving clearance from operator Brighton and upon receiving proceed signal from interlocking plant at Elvas, will move Brighton to Roseville or Sacramento irrespective of time-table superiority when moving with current of traffic.

8. Trains taking siding for other trains at the following named stations will use the siding indicated:

At Colfax, westward trains will use siding number one (1) north of westward main track. Eastward trains will use siding number three (3) south of eastward main track.

9. Helper engines coupled in middle or rear of train must be cut off from the forward portion of train before taking water.

Between Sacramento and Red Bluff engines must be cut off of all freight trains of twenty cars or more before taking water.

10. At meeting point, if the train which is to hold the main track arrives first, brakeman of this train will open the switch for the opposing train to take siding. This will necessitate trains approaching meeting points under control so as not to enter siding at a too high rate of speed.

11. Markers must be kept burning between Blue Canon and Truckee and on No. 2 track between Rocklin and Colfax at all hours. Trainmen in this district must turn markers in daylight as well as at night, as per Rule 19, Book of Rules.

12. Train must not stand on drawbridge at Knights Landing while doing station work.

13. When trains are about to take siding, the forward brakeman, after opening and securing the switch, will remain with or ahead of the engine to render what service may be necessary, and the rear brakeman will close the switch. When there is not a clear view, the forward brakeman (or the fireman, in case of a light engine) must go ahead of the engine and see that switches and derailers are properly set, and protect against trains or cars that may be on the siding.

14. Between Emigrant Gap and Andover the snowshed posts on each side of the track are numbered for a distance on either side of sidings showing number of car lengths from the switch. This is a guide to the engineer in locating switch in pulling out of siding.

15. Enginemen must not dump carbide from gas generator within snowshed district.

16. Employes are not allowed to ride on pilot of engines except yard and Mallet engines.

17. When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(a) If view is obscured by curves, fog or storm, flagman must be sent ahead, and train may follow, under control, in the manner prescribed by Rule 504.

(b) If track is seen to be clear or within automatic block limits, if signal indicates ''Proceed,'' train may proceed, but will run under control for a distance of one-half mile, before resuming full speed.

18. On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six (6) miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

19. Trains from Knights Landing branch at Woodland will use siding to depot or comply with Rule 83 before entering main track.

20. Long siding Harrington will be used as follows: West end west of cross-over as westward siding; east end of cross-over, eastward siding. Junction switch of Colusa & Hamilton Railroad connects about midway with eastward siding.

21. Trains must not stand on drawbridge Sacramento River, Sacramento.

22. When trains have outfit cars moving over the mountain, helper engine will go through to Lake View and cut out, instead of cutting out at Summit, in order to avoid shoving against outfit cars at Summit.

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION—In M's of 1000 back of tender.

Corrected to November 16, 1913.

CLASS	ENGINE NUMBER	Boiler Pressure	Sacramento and Red Bluff via Roseville EAST and WEST	Roseville to Colfax Via Eastward Track	Roseville to Summit Via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Red Bluff and Davis and Marysville EAST and WEST	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom
E—63 17/24 52	1309, 1312, 1326 and 1327	140	1950	...	...	...	...	1600	550	320	1835	1170
E—63 17/24 50	1305	140										
E—63 17/24 48	1355 to 1361	140	1765	...	...	...	...	1500	515	300	1715	1095
E—63 17/24 56	1367	140	1950	...	...	...	...	1610	550	320	1845	1175
E—69 18/24 65	1382, 1384, 1387 1388 1391 1392, 1394, 1398 and 1399	160	2305	...	...	...	...	2000	675	390	2285	1465
E—69 18/26 73	1459 to 1463	165	2620	...	...	...	...	2140	...	...	...	...
M—63 20/26 126	1615 to 1719	190	4310	...	...	...	...	3415	...	...	...	...
M—63 20/28 147	1804 to 1818	200	4475	...	...	...	...	3520	...	...	...	...
M—63 21/28 155	1720, 1724, 1770 to 1779	200	5020	...	...	...	...	3960	...	...	...	...
M—63 21/28 144	1725, 1726, 1729, 1742, 1762, 1799 to 1801 and 1803	195	4890	...	...	...	...	3960	...	...	...	...
M—63 21/28 147	1819 to 1822	200	5020	...	...	...	...	3960	...	...	...	...
M—63 15½/28 144	1797, 1802	200	4790	...	...	...	...	3745	...	...	...	...
T—57 18/24 86	2114 to 2153	160	2805	...	...	...	...	2245	815	500	2555	1640
T—57 18/24 83	2154 to 2173	160										
T—57 18/24 87	2174 to 2183	160										
T—57 18/24 88	2184 to 2186	160										
T—57 18/24 94	2001	160										
T—63 18/24 78	2187, 2190	145	2750	...	...	...	...	2130	795	505	2385	1520
T—63 20/26 112	2235 to 2281	180	3860	1090	600	1575	675	3080	1135	710	3505	2260
T—63 21/28 144	2301 to 2310	200	5020	1435	785	2035	880	3960	...	...	...	...
T—63 22/28 160	2311 to 2342	200	5490	1560	850	2215	950	4340	...	...	...	...
C—51 19/30 96	2511 to 2512	150	3420	...	...	...	...	2670	1040	670	2725	1855
C—57 22/30 187	2513 to 2599 and 2752 to 2830	200	5980	1735	960	2420	1070	4675	...	...	...	...
C—57 22/30 184	2694 to 2751	200										
C—57 23-35/34 177	2612, and 2616 to 2620	200	...	1590	880	...	980	...	...	...	...	...
C—57 22/34 176	2614, 2615, 2621 to 2623	185	...	1700	940	...	1055	...	...	...	...	...
C—57 22/30 180	2624 to 2679	200	6000	1755	980	2440	1090	4695	...	...	...	...
C—57 22/30 178	2680 to 2693	200										
TW—55 22/26 147	2900 to 2913	180	5150	...	...	...	...	4105	1550	1010	4520	2765
TW—57 20/30 120	2925, 2928, 2930 and 2931	160	3840	...	...	...	...	3060	1140	740	3020	1990
TW—57 20/30 114	2926	160										
TW—57 20/30 122	2927, 2929	160										
TW—51 20-29/26 120	2932, 2940 and 2943	180	3360	...	...	...	...	2625	980	640	2610	1570
TW—51 20-36/26 118	2948, 2950 to 2952	170	3155	...	...	...	...	2560	945	610	2540	1525
TW—51 20/26 118	2946, 2947, 2949, 2953	170	4080	...	...	...	...	3195	1240	830	3150	2075
TW—51 20/26 120	2933, 2934, 2936 to 2939, 2941, 2942, 2944	170										
MC—57 26-40/30 394	4000 to 4048	200		3980	2255	5460	2500	...	...	...	...	...
M. M. 63 28-38/23 320	4200 to 4211	200		3320	1865	4660	2070	...	...	...	...	...
MK—63 26/28 210	3236 to 3249	200		2205	1205	3110	1355	...	...	...	...	...
Allowance for Empty and Underloaded Cars	Less than 40 M's		6	6	3	3	3	6	3	3	6	6
	40 to 50 M's		3	3	0	0	0	3	0	0	3	3
	More than 50 M's		0	0	0	0	0	0	0	0	0	0

TRAINMASTERS.

A. E. BROWN ..... Woodland to Oroville; Roseville to Red Bluff; Davis to Tehama; Fruto and Hamilton Branches .... SACRAMENTO, CAL.

C. R. PETRIE .... Colfax to Sparks .... COLFAX, CAL.

F. J. BERRY — Colfax to Sacramento, inclusive; Placerville and Walnut Grove Branches. ROSEVILLE, CAL.

A. B. ALLEN .... Assistant Train Master .... SACRAMENTO, CAL.

W. S. LAW .... CHIEF TRAIN DISPATCHER
O. T. STACKPOOLE .... ASST. CHIEF TRAIN DISPATCHER

TRAIN DISPATCHERS — L. GEIGER, D. A. NEELLEY, C. N. JONES, M. A. WALLACE, J. J. COWIN, LEEDS FINGLAND, F. E. JONES, Extra, B. D. MULLINS, Extra — SACRAMENTO, CAL.

MILEAGE.

MAIN LINES.

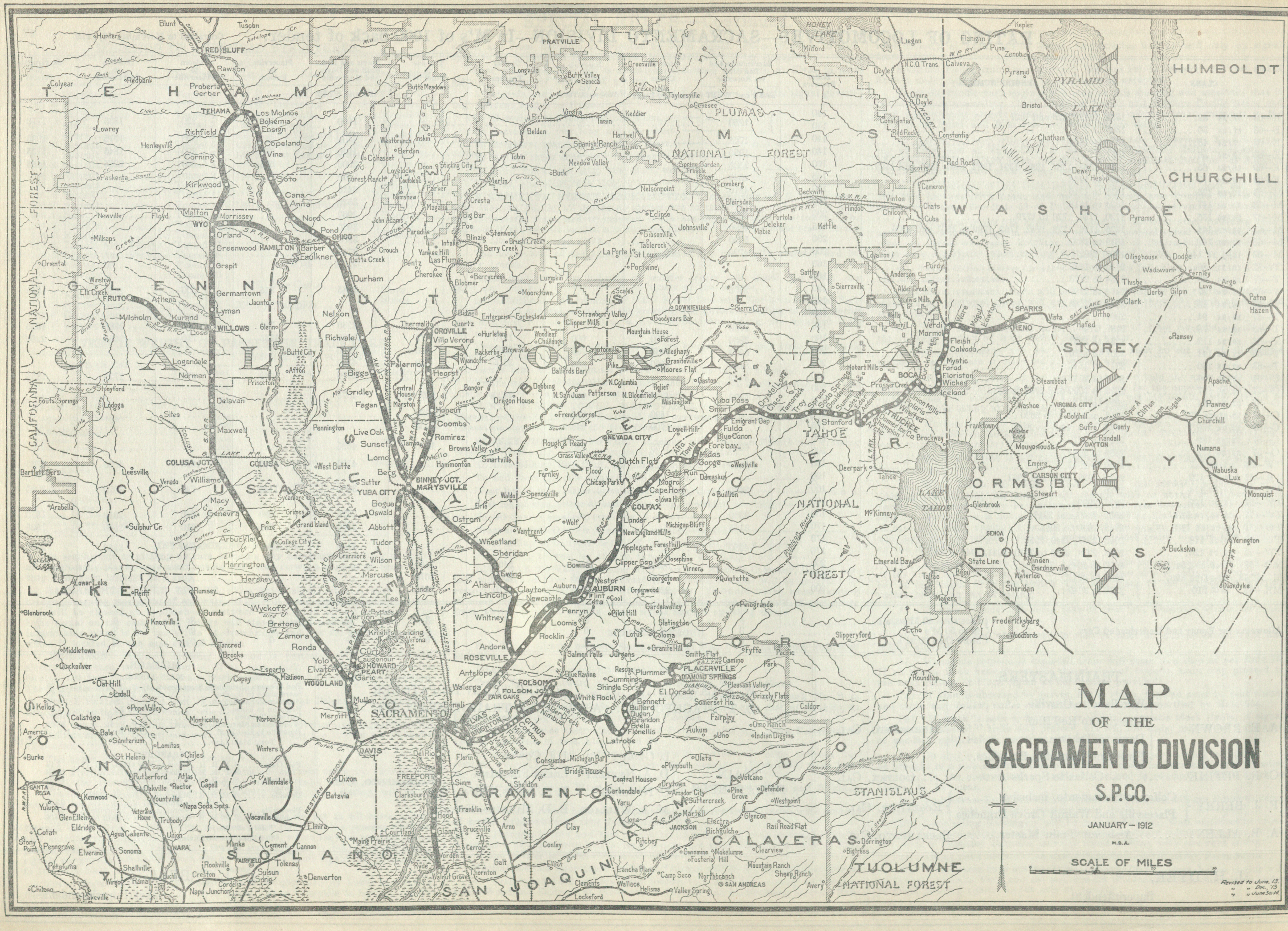
End Western Division to Sacramento	S. P. R. R.	.29	
Sacramento to Sparks	C. P. Ry	155.83	
Brighton to Sacramento	C. P. Ry	6.95	
Brighton to Elvas	C. P. Ry	3.58	
Davis to Tehama	S. P. R. R.	110.40	
Woodland to Marysville	S. P. R. R.	37.05	
Roseville to Red Bluff	C. P. Ry	116.02	
Total Main Line			430.12

BRANCHES.

Fair Oaks	S. P. R. R.	Citrus to Fair Oaks	2.14	
Fruto	S. P. R. R.	Willows to Fruto	16.84	
Hamilton	S. P. R. R.	Wyo to Hamilton	11.21	
Howard	S. P. R. R.	Peart to Howard	1.88	
Oroville	S. P. R. R.	Marysville (Binney Jct.) to Oroville	25.26	
Placerville	S. P. R. R.	Sacramento to Placerville	61.26	
Walnut Grove	S. P. R. R.	Sacramento to Walnut Grove	24.30	
Total Branches				142.89
Total Sacramento Division				573.01

J. H. DYER,
Superintendent.

J. T. BELL,
Asst. Superintendent.


CALIFORNIA
NEVADA
TEHAMA
PLUMAS
BUTTE
GLENN
COLUSA
SUTTER
YUBA
SIERRA
NEVADA
PLACER
EL DORADO
AMADOR
CALAVERAS
TUOLUMNE
STANISLAUS
SACRAMENTO
SAN JOAQUIN
YOLO
SOLANO
NAPA
SONOMA
LAKE
WASHOE
STOREY
ORMSBY
DOUGLAS
LYON
HUMBOLDT
CHURCHILL
PLUMAS NATIONAL FOREST
TAHOE NATIONAL FOREST
ELDORADO NATIONAL FOREST
TUOLUMNE NATIONAL FOREST
CALIFORNIA NATIONAL FOREST
STANISLAUS
HONEY LAKE
PYRAMID LAKE
WINNEMUCCA LAKE
LAKE TAHOE
CLEAR LAKE
SHASTA DIVISION
WESTERN DIVISION
SALT LAKE DIV.
S.P.R.R.
N.E.R.R.
W.P.RY.
N.C.O.RY.
S.V.R.R.
B.&L.R.R.
L.T.RY.
V.&T.R.R.
N.C.B.R.R.
C.&R.R.
WESTERN PACIFIC
NORTHERN ELECTRIC RY.
BUTTE COUNTY R.R.
Sacramento River
Feather River
American River
Yuba River
Bear River
Cosumnes River
Mokelumne River
Putah Cr.
Cache Cr.
Stony Cr.
Red Bluff
Tehama
Los Molinos
Bohemia
Ensign
Copeland
Vina
Soto
Cana
Anita
Nord
Chico
Durham
Corning
Kirkwood
Richfield
Proberta
Gerber
Rawson
Blunt
Tuscan
Hunters
Colyear
Redbank
Lowrey
Henleyville
Paskenta
Newville
Malton
Wyo
Morrissey
Orland
Greenwood
Hamilton
Grapit
Germantown
Lyman
Willows
Fruto
Kurand
Elk Creek
Athena
Millsholm
Logandale
Norman
Princeton
Delavan
Maxwell
Sites
Colusa Jct.
Colusa
Williams
Arbuckle
Harrington
Hershey
Dunnigan
Wyckoff
Bretona
Zamora
Ronda
Yolo
Elvaton
Woodland
Mullen
Davis
Winters
Dixon
Batavia
Elmira
Vacaville
Allendale
Oroville
Thermalito
Quartz
Villa Verona
Palermo
Biggs
Gridley
Fagan
Live Oak
Sunset
Lomo
Berg
Sutter
Yuba City
Binney Jct.
Marysville
Bogue
Oswald
Abbott
Tudor
Wilson
Marcuse
Chandler
Lee
Bypass
Vernon
Knights Landing
Verona
Curtis
Laugenour
Howard
Peart
Garic
Hearst
Honcut
Coombs
Ramirez
Ostrom
Wheatland
Sheridan
Ewing
Clayton
Lincoln
Ahart
Whitney
Rocklin
Loomis
Penryn
Newcastle
Auburn
Nestor
Bowman
Clipper Gap
Applegate
New England Mills
Lander
Colfax
Gold Run
Dutch Flat
Alta
Towle
Blue Canon
Emigrant Gap
Fulda
Cisco
Tamarack
Troy
Crystal Lake
Soda Springs
Summit
Truckee
Boca
Floriston
Iceland
Verdi
Reno
Sparks
Vista
Clark
Derby
Wadsworth
Fernley
Hazen
Roseville
Antelope
Walerga
Sacramento
Elvas
Brighton
Folsom
Folsom Jc.
Fair Oaks
Citrus
Placerville
Diamond Springs
El Dorado
Latrobe
Shingle Springs
Nevada City
Grass Valley
Freeport
Clarksburg
Courtland
Walnut Grove
Rio Vista
Galt
Thornton
Lodi
Lockeford
Elk Grove
Florin
Franklin
Jackson
Ione
Sutter Creek
Amador City
Plymouth
Valley Spring
San Andreas
Suisun
Fairfield
Cordelia
Napa
Napa Junction
Calistoga
St. Helena
Rutherford
Oakville
Yountville
Santa Rosa
Petaluma
Sonoma
Kenwood
Glen Ellen
Eldridge
Cotati
Carson City
Virginia City
Empire
Gold Hill
Dayton
Minden
Gardnerville
Genoa
Glenbrook
Tahoe
Brockway
State Line
Tallac
Meyers
Emerald Bay
McKinney
Churchill
Wabuska
Yerington
Nordyke
Mound House
Steamboat
Washoe
Franktown
Pyramid
Quincy
Greenville
Taylorsville
Portola
Beckwith
Loyalton
Sierraville
Downieville
Sierra City
Camptonville
Marysville
Pratville
Milford
Doyle
Calveva
Flanigan
Kepler

MAP
OF THE
SACRAMENTO DIVISION
S.P.CO.

JANUARY—1912

M.S.A.

SCALE OF MILES

Revised to June 13.
" " Dec. '13
" " June 30-14